

Report Title: **Bruce Grove and West Green Wards – Parking Consultation**

Forward Plan reference number (if applicable):

Report of: **Niall Bolger, Director of Urban Environment**

WPB 21 July 09

Wards(s) affected: **West Green/Bruce Grove**

Report for: **Key decision**

1. Purpose

1.1 The purpose of this report is to inform the Cabinet of the feedback received from the local community consultation on parking issues carried out in March/April 2009 and to propose a way forward.

2. Introduction by Cabinet Member

2.1 After a series of discussions between Neighbourhoods, Sustainable Transport and ward councillors regarding parking issues in the Bruce Grove and West Green wards it was agreed to conduct a public consultation exercise with the local community to determine what parking issues exist across both wards. This report details the feedback received.

3. Recommendations

3.1 Note the feedback from the consultation and additional comments set out in this report.

3.2 Authorise council officers to proceed to statutory consultation for an extension of the Wood Green (Outer) CPZ to include:

- Boreham Road
- Westbury Avenue
- Boundary Road
- Sirdar Road
- Crawley Road
- Downhills Way
- Sandringham Road
- Belmont Road (from the junction with Downhills Park Road to the boundary with Wood Green CPZ (Outer).
- Walpole Road
- Downhills Park Road (from the junction of Belmont Road to the back of No. 2 Walpole Road)

- Colton Gardens
- Rusper Road

3.3 Authorise council officers to distribute a letter to Walpole Road residents requesting them to confirm if they wish to be in the Wood Green CPZ.

3.4 Authorise council officers to inform all residents/traders of the original consultation of the council's decision.

Report Authorised by: **Niall Bolger, Director of Urban Environment**

Contact Officer: **Tony Kennedy, Group Manager, Transport Policy and Projects. 0208 489 1765**

4. Chief Financial Officer Comments

4.1 The Environment capital budget for 2009/10 contains a provision of £600k for the consultation and implementation of schemes contained within the Parking Programme. The cost of the proposals set out in this report is £93k.

4.2 The Parking Programme must not exceed the budget provision for 2009/10

5. Head of Legal Services Comments

5.1 The Head of Legal Services has been consulted and sees no legal objection to carrying out the recommendations.

6. Local Government (Access to Information) Act 1985

6.1 Returned consultation documents

6.2 Minutes of Focus Group meetings

6.3 The Council's Local Implementation Plan

7. Strategic Implications

7.1 The Council's Local Implementation Plan (LIP) sets out the Council's intention to improve parking conditions in the borough, which includes the allocation of on-street kerb space within the defined hierarchy of parking need. It also seeks to maximise road safety throughout the borough through the fair and consistent enforcement of parking restrictions. The plan contains the policy framework for both parking and road safety and is summarised below.

7.2 Local Implementation Plan (LIP)

Parking: Section 7.0 of the Parking and Enforcement Plan (the 'PEP'), which forms part of the LIP, reiterates the Council's intentions to improve parking conditions in the borough. The overall aim of the PEP is to support a better and safer environment in the borough.

Key PEP policies include:

- The Council will assess the need for parking controls at junctions.
- The Council will allocate on-street kerb space in accordance with the Council's defined hierarchy of parking need.
- The Council will monitor, manage and review on-street pay and display parking to help manage long-stay commuter parking and promote short stay and visitor parking.
- The Council will maximise road safety throughout the Borough through the fair and consistent enforcement of parking restrictions.
- The Council recognises the need for a robust, systematic framework for future CPZ implementation in the Borough.

Road Safety: Section 6.0 of the LIP contains the Council's Road Safety Strategy which details initiatives to make borough roads safer for all road users. The Council's Unitary Development Plan (UDP) also contains strategic transport policies for the benefit of road safety. The key policies include:

- To tackle congestion by reducing the level and impact of traffic in town centres and residential areas.
- To make the borough's streets safer and more secure, particularly for pedestrians and other vulnerable road users through traffic management measures
- To manage better use of street spaces for people, goods and services, ensuring that priority is allocated to meet the objectives of the strategy.
- To improve the attractiveness and amenity of the borough's streets, particularly in town centres and residential areas.
- Encourage the use of more sustainable modes of transport.

8. Financial Implications

- 8.1 If finally approved, the costs arising from the recommendations as set out in Section 3 of this report including consultations undertaken in this financial year will be funded through the 2009/10 Parking Plan Capital Budget. It is estimated that the measures, including all processes conducted to date, will cost £93k to implement.
- 8.2 A full financial appraisal will be provided in the delegated report that will be agreed after statutory consultation.

9. Legal Implications

- 9.1 The proposals as recommended appear to be in accordance with the Local Implementation Plan and, subject to consideration of the objections received during statutory consultation, there does not appear to be any legal impediments to the implementation of the proposals.
- 9.2 If the Cabinet resolves to implement the measures recommended in Section three of this report, then the Council must make or amend several orders under the Road Traffic Regulation Act 1984. The Local Authorities' Traffic Orders (Procedure) Regulations 1996 (the regulations) lays down the procedure to be followed before making or amending an order. The regulations impose a legal obligation on the Council to conduct a process of consultation to inform the public and other statutory consultees of its intentions. The Council must then consider any objections made as a result of the consultation before making an order and implementing any restrictions.

10. Equalities Implications

- 10.1 The consultation documents were distributed to all households / businesses within the agreed consultation area.
- 10.2 The document included a section offering translation into minority languages and affords residents/traders the opportunity to make a representation regarding the scheme.
- 11. Consultation**
- 11.1 Prior to entering into consultation with the wider community, meetings were held with local ward councillors of the Bruce Grove and West Green Wards, officers of Sustainable Transport and Neighbourhoods and the Cabinet Member for Environment and Conservation. The object of the meetings was to discuss the format for consulting the wider community.
- 11.2 A Focus Group consisting of resident representatives, council officers and local councillors was set up to help shape the consultation document and distribution process.
- 11.3 Parking issues in the West Green and Bruce Grove wards were also discussed at the West Green Area Assembly of 18 September 2008 and the West Green and Philip Lane Strategy Group meeting of 29 October 2008 to raise awareness of the impending parking in your street consultation.
- 11.4 Consultation documents, consisting of background information, location plan, a pre-paid cut-out questionnaire and a translation sheet were delivered by hand, to properties within the agreed consultation area on 26 and 27 February 2009. The deadline for responses was 3 April 2009. Appendix I contains the main consultation document.
- 11.5 As part of the consultation process 2 drop-in sessions were organised to give residents/traders the opportunity to discuss parking issues with council officers prior to completing their questionnaire.
- 11.6 The first drop-in session was held on 7 March 2009 at the Professional Development Centre, Downhills Park Road from 11am – 2pm and was attended by 27 people. The second drop-in session was held on the 12 March 2009 at the Miller Memorial Hall, The Avenue, from 6pm – 8pm and was attended by 72 people.
- 11.7 During the drop-in sessions it was highlighted by a number of residents that they and their neighbours had not received the consultation documents. An organised anti-CPZ group made up of local residents also attended the second drop-in session and voiced their opposition to any proposals for parking controls. Additional documents were handed out at the drop-in sessions and residents were also informed that the document could be downloaded from the council's web site.
- 11.8 In view of the level of reported non-distribution and as is our standard practice, an audit of the distribution process was conducted by an independent distribution company on 7 March 2009. The auditors contacted a sample number of households in each road to confirm if they had received the consultation document and re-distributed to roads that reported non-distribution. In total 67% of the sampled households confirmed that they had received the document.
- 11.9 Neighbourhoods also conducted a door knocking exercise between the 21 March - 21 April targeting roads where response rates had been low. The object of this exercise was to increase participation in the consultation process and consequently increase the response rate.

- 11.10 In view of the reports of non-distribution and concerns raised by both residents and ward members the consultation period was extended by a further 3 weeks with a new closing date of 27 April 2009.
- 11.11 A third drop-in session was organised at the Professional Development Centre, Downhills Park Road, N17 from 4pm – 7.30pm on 2 April to afford residents/traders with a further opportunity to discuss parking issues with council officers. The drop-in session was attended by at least 67 people as well as 3 ward councillors and the Cabinet Member for Community Cohesion and Involvement. A number of visitors connected with the anti-CPZ group refused to sign the attendance sheet and so exact numbers cannot be recorded.
- 12. Consultation Feedback**
- 12.1 The consultation area has approximately 6000 properties. In total 724 valid responses were received by the 27 April 2009. This represents a 12.1% response rate.
- 12.2 To question 5 of the consultation document: **Would you agree to the introduction of a Controlled Parking Zone in your road?** The response for the whole of the consultation area was as follows:
- **27% (194)** Yes
 - **72 % (520)** No
 - **1% (10)** No reply
- 12.3 To question 6 of the consultation document: **If your neighbouring roads are going to be included in a zone, would you then wish your road to have controlled parking?** Of those who responded “No” to question 5 the feedback was as follows:
- **33% (238)** Yes
 - **63% (454)** No
 - **4% (32)** No reply
- 12.4 Overall, the feedback indicates that the majority of those who responded are opposed to the introduction of parking controls and if a scheme were to go forward would prefer the minimum operational restrictions. This is often the case when consulting a large area as residents living in different areas will experience differing levels of parking pressure and respond accordingly.
- 12.5 The consultation document does however clearly state the Council is not suggesting an introduction of a CPZ to the whole area and that feedback will be analysed on a road by road basis. The feedback has been analysed to help identify roads or areas that are in favour of measures and roads or areas that are not. The feedback has been used to identify a possible way forward regarding the introduction of a zone or zones to address identified parking problems.
- 12.6 Although the consultation period was extended to 27 April 2009, we received a petition titled “Tottenham Against CPZ” dated 7 May 2009. The petition was signed by 1081 people and claimed to be against the introduction of a CPZ in the Bruce Grove and West Green areas. The majority of signatures were from roads not recommended to proceed to statutory consultation in section 3 of this report. An in-depth analysis of the petition showed that only 119 (11%) of the 1081 signatories were from the roads listed in section 3.2 of this report. This figure includes multiple signatures from single households. Only one questionnaire per household is admitted for the purpose of analysis during public consultation. At the Cabinet meeting of 21 April 2009 a deputation was received from an anti-CPZ group named “Tottenham Against CPZ”. The group’s spokesperson addressed

the meeting and expressed concerns about the proposed introduction of a CPZ in the area and the non-delivery of consultation documents to certain households. The Cabinet Member for Environment and Conservation confirmed that the consultation period had been extended to 27 April 2009 (for a further 3 weeks) to give residents more time to return the documents.

- 12.7 A detailed road by road breakdown of the responses can be found in Appendix II of this report. When analysed on a road by road basis it is clear that there is support for the introduction of parking controls in a number of roads closest to the existing Wood Green CPZ (Outer). All roads showing support for controls are highlighted in Appendix III. It should be noted that certain roads in favour of controls were not included in the roads recommended to proceed to statutory consultation (see section 3.2) if the feedback from their neighbouring roads was inconclusive. A summary of the additional comments made can be found in Appendix V.
- 12.8 All returned consultation documents are available for public inspection by contacting the Council's Transport Policy and Projects Group on 0208 489 1326.

13. Background

- 13.1 Since the introduction of Wood Green CPZ Outer and Bruce Grove CPZ in the last two years, a number of residents/traders have highlighted concerns with displacement parking to roads just outside of the zones.
- 13.2 Meetings with officers from Sustainable Transport and Neighbourhoods and ward councillors of the Bruce Grove and West Green Wards identified consultation boundaries. It was agreed to consult a wide area bounded by Lordship Lane to the north, Philip Lane to the south, High Road Tottenham to the east and the Wood Green CPZ to the west. This afforded residents of the West Green and Bruce Grove Wards the opportunity to inform the council of any parking issues they are experiencing and to confirm if they would support the introduction of a CPZ for their road.

14. Proposed Way Forward

- 14.1 When the consultation area was analysed as a whole it is clear that the majority of roads are opposed to parking controls with 59% of respondents stating that there were no problems parking in their road and 72% opposed to the introduction of parking controls.
- 14.2 When analysed on a road by road basis however it is evident that there is support for parking controls in roads that are in closest proximity to the Wood Green CPZ (Outer) and it is therefore recommended to proceed to statutory consultation for an extension of the Wood Green CPZ to cover this area. However, it should be pointed out that the response rate from the roads recommended to proceed to statutory consultation was varied (from 2.5% in Westbury Avenue to 31.7% in Rusper Road). As a result of the low response rates from roads such as Westbury Avenue (2.5%), Belmont Road (5%) and Walpole Road (12.5%) we may receive representations objecting to our proposals during the statutory consultation period. There is a much smaller probability that roads where response rates were higher such as Boreham Road (25%), Boundary Road (27.3%) and Rusper Road (31.7%) would object to the proposals.
- 14.3 When the feedback from the roads recommended to proceed to statutory consultation (section 3) is considered on its own, a majority of responses are in favour of controls with the single greatest response (34%) in favour of all day controls. An analysis of the same roads regarding which days of the week residents would prefer a CPZ to operate shows that the single greatest response (43%) is for Monday – Friday controls. As we are

recommending this area to be an extension of the Wood Green (Outer) CPZ it will be the same operating hours i.e., Monday – Saturday 8:00am – 6:30pm.

- 14.4 Although the feedback from Walpole Road was opposed to parking controls it is evident that they will experience displacement should an extension of the Wood Green CPZ go forward. It is therefore recommended to provide residents of Walpole Road with a final opportunity to be included in the zone in the knowledge that they will otherwise suffer from displacement parking. If the feedback received during the statutory process does not support inclusion they will be omitted from the final scheme.
- 14.5 The feedback from the rest of the area was opposed to any parking controls for their roads, with the exception of roads just outside of the Bruce Grove CPZ, where there was a mixed response. It is therefore recommended not to consider the remaining roads for parking controls at this present time and to continue discussions with roads just outside of the Bruce Grove CPZ to identify if any parking measures could address their concerns.

15. Implementation

If the recommendations of this report are approved, the key milestones for the introduction of the extension will be as follows:

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|-------------------------------------|-------------------------------------|
| • Finalise drawings and TMO | 11 - 21 August 2009 |
| • Advertise Notice of Intention | 27 August 2009 |
| • Consider comments and objections | 1 September – 28 September 2009 |
| • Delegated Approval | 16 November 2009 |
| • Advertise Notice of Making | 19 November 2009 |
| • On street work | 19 November 2009 – 18 December 2009 |
| • Go Live (3 weeks warning notices) | 21 December 2009 |
| • Enforcement commences | 11 January 2010 |

16. Conclusion

It is clear from the feedback received that there is support for parking controls in a number of roads in the area. It is also evident that the highest levels of support are from roads adjacent to existing CPZs.

It is therefore recommended that an extension to the Wood Green CPZ (Outer) be considered for controlled parking. See Appendix IV for a location plan of proposed new CPZ extension based on the feedback received.

17 Use of Appendices / Tables / Photographs

Appendix I	Consultation document
Appendix II	Road by Road Breakdown of Feedback
Appendix III	Roads in Favour of Parking Controls
Appendix IV feedback	Plan of proposed extension and visual interpretation of
Appendix V	Additional Comments