

Report for: Head of Highways and Parking in consultation with Cabinet Member for Customer Service, Welfare and the Public Realm

Title: Tottenham Hale North Extension - Statutory Consultation

Report authorised by: Simi Shah, Group Engineer Traffic and Parking
Simi.shah@haringey.gov.uk

Report Author/s: Andy Bourke - Parking Schemes Manager
Andrew.Bourke@haringey.gov.uk

Beth Girma - Project Engineer, Highways and Parking
Bethlehem.Girma@haringey.gov.uk

Ward(s) affected: Tottenham Hale

**Report for Key/
Non-Key Decision:** Non-Key decision

1 Describe the issue under consideration

- 1.1 To report on the feedback of statutory consultation carried out from 20 October to 10 November 2021, on the proposal to extend the current Tottenham Hale North CPZ to include the following roads: Siddons Road, Windsor Road, Havelock Road, Sherringham Avenue, Cromer Road, Hanbury Road, Parkview Road, Rosebery Avenue, Seymour Avenue and Thackery Avenue.
- 1.2 To request approval to proceed to implementation, having taken objections into consideration.

2 Cabinet Member Introduction

- 2.1 N/A

3 Recommendations

- 3.1 It is recommended that the Head of Highways and Parking in consultation with the Cabinet Member for Customer Service, Welfare and the Public Realm: -
- 3.2 Notes the delegated decision report following the public consultation and considers the objections raised during the statutory consultation on the proposals, as well as officer responses to the objections.
- 3.3 Approves the extension of Tottenham Hale North (THN) CPZ into the following roads: Siddons Road, Windsor Road, Havelock Road, Sherringham Avenue, Cromer Road, Hanbury Road, Parkview Road, Rosebery Avenue, Seymour Avenue and Thackery Avenue, as detailed in **Appendix 1**.
- 3.4 Approves the operational times for the above listed roads to match those of the existing Tottenham Hale North CPZ i.e. Monday to Sunday, 8am to 6.30pm alongside Event Day parking controls.

4 Reasons for decisions

- 4.1 Following public consultation on the proposals, approval was granted by officers under Delegated Authority in June 2021 to proceed to delivery of parking controls on the following roads: Siddons Road, Windsor Road, Havelock Road, Sherringham Avenue, Cromer Road, Hanbury Road, Parkview Road, Rosebery Avenue, Seymour Avenue and Thackery Avenue as part of the existing Tottenham Hale North (THN) CPZ, subject to the outcome of a statutory consultation.
- 4.2 A total of 16 submissions were received to the statutory consultation: 10 objections, 4 in favour and 2 general comments related to proposed measures. The proposals contained within Table 1 section 6.3 only impact 1 ward, therefore when assessing the proposals officers conclude that the proposed changes are not likely to be significant in terms of its effects on communities living or working in the area. Therefore, approval is being sought through Delegated Authority in consultation with the Cabinet Member for Customer Service, Welfare and the Public Realm to make the relevant traffic management orders and implement the recommendations.
- 4.3 A summary of objections received and officers responses are detailed in Table 2, section 6 of this report.

5 Alternative options considered

- 5.1 An alternative is to not introduce parking controls in roads listed in section 4.1. This is not recommended as the public consultation demonstrated the introduction of parking measures were supported by the majority of residents responding in the roads listed in section 4.1 and endorsed by local Ward Councillors. In addition, no substantial objections were received during the statutory consultation.

6 Background Information

- 6.1 The Council last reviewed parking controls in THNED area in 2017. At that time there was limited support for the introduction of a Controlled Parking Zone (CPZ). Consequently, no additional measures or substantial changes were carried out, and current Event Days Controls being retained.
- 6.2 Since 2017 many residents have indicated support for a CPZ. This has involved a petition with 65 signatories requesting the Council to introduce parking controls 8.30am to 6.30pm **during weekdays in the following streets 'Thackery Avenue, Seymour Avenue, Sherringham Avenue, Hanbury Road, Havelock Road and Siddons Road.** In addition, the Council has received feedback from individual residents and businesses that parking behaviours have changed. This may in part be due to parking pressures resulting from new developments, including the new Tottenham Hotspur stadium.
- 6.3 In response to resident feedback the THNED CPZ area was identified for a CPZ review as part of the 2020/21 sustainable works programme, with the informal public consultation programmed to be undertaken in 2020.
- 6.4 A public consultation was carried out over a three-week period from 25 November to 16 December 2020. This included delivery of consultation packs to all properties along a number of roads within THNED CPZ. The consultation information was also made available online allowing responses to be made online as well as by email and post.
- 6.5 Of the 1561 properties that were consulted, the Council received 236 responses, a response rate of 15.1%. This response rate exceeds the **Council's** Parking Policy minimum response rate of 10%.

- 6.6 Although a majority of respondents want to keep existing Event Day parking controls, road by road analysis identified that for 7 out of 20 roads, a majority were in favour of introducing new all day parking controls alongside existing Event Day parking controls. These roads are Cromer Road; Hanbury Road; Parkview Road; Rosebery Avenue; Seymour Avenue; Siddons Road; and Windsor Road. In addition, there were 2 roads that indicated no clear preference, these are Havelock Road and Sherringham Avenue.
- 6.7 Analysis of responses from these 9 roads has shown that 66% of respondents are in favour of introducing weekday parking controls and expressed a preference for 8am to 6.30pm Monday to Sunday alongside existing Event Day parking controls. The remaining 46% indicated in favour of retaining existing Event Day parking controls.
- 6.8 Following discussions with Ward Councillors about the results, Siddons Road, Windsor Road, Havelock Road, Sherringham Avenue, Cromer Road, Hanbury Road, Parkview Road, Rosebery Avenue, Seymour Avenue and Thackery Avenue, were endorsed for inclusion within the existing Tottenham Hale North CPZ. Approval was sought through Delegated Authority to proceed to statutory consultation and this was granted in June 2021.
- 6.9 The approved Delegated Authority report for the public consultation is attached in **Appendix 2**.

Statutory Consultation

- 6.10 Statutory notification commenced on 20th October 2021 for a period of 21 days. The process consisted of a Notice of Proposal published in the London Gazette, Enfield, and Haringey Independent and the notice erected on lamp columns in the affected streets. The closing date for representations and comments was 10 November 2021.
- 6.11 Although not a legal requirement, statutory notification letters, informing of the proposals and process, were also posted to affected frontages located within the proposed CPZ extension area. **Appendix 3** contains copies of the statutory notification letter delivered to affected frontages.
- 6.12 As part of the statutory process, the following statutory bodies were also notified:
- AA
 - London Transport
 - Police (local)
 - Fire Brigade
 - London Ambulance Service
 - Freight Transport Association
 - Road Haulage Association
 - RAC
 - Metropolitan Police (traffic)
 - London Travel Watch
 - Haringey Cycling Campaign

Responses to Consultation

- 6.13 A total of 1000 properties were written to notifying their occupants of the statutory consultation and how they could object should they wish to. A total of 16 representations from residents and businesses were received, comprising 10 objections, 4 submissions in favour and 2 general comments related to proposed measures.
- 6.14 Table 1 below summarises representations received to the statutory consultation.

Table 1

Road Name	Oppose Proposal	Support Proposal	Other comments
Park View Road	1	0	0
Rosebery Avenue	2	0	0
Sherringham Avenue	2	1	1
Seymour Avenue	4	2	0
Thackery Avenue	0	1	1
Total	10	4	2

6.15 Table 2 summarises the objections received; these have been grouped by the reasons provided for the objections and an officer response to each reason for the objection is provided.

Table 2

Reason for objection.	No. of objectors cited this reason	Officer response
The proposal will seriously affect businesses in the Rosebery Avenue area.	1	<p>The introduction of a CPZ will help prevent people from outside of the area from parking easing pressure for residents and visitors. The permit holder parking bays allow for business with a valid Business parking permit to park in the area.</p> <p>There will also be some shared use (pay by phone and permit holders) parking bays which can be used by visitors and customers of the businesses in the area.</p> <p>The public consultation on the CPZ proposals resulted in 53% of responses from Rosebery Avenue in favour of introducing parking controls.</p>

Reason for objection.	No. of objectors cited this reason	Officer response
<p>The proposal is jumping to an extreme, from going from Event Day only restrictions to now Monday to Sunday 8am to 6.30am; there's no middle ground being taken into consideration here.</p> <p>Even more so given the fact that the majority (53%) indicated they still want the Event Day only parking controls.</p> <p>A weekday control between the hours of 10am to Midday, as is the case in many other places across Haringey, to prevent commuters leaving their car for the entire day and going to work.</p>	1	<p>The results of the public consultation showed the majority of those who responded were in favour of the introduction of parking controls Monday to Sunday, 8am to 6.30pm for roads noted under 3.3.</p> <p>Haringey's CPZ Parking Policy states that the operational hours of controlled parking zones will be determined by the outcome of consultation.</p> <p>The Policy also states that "While an area may share the same parking problems, its residents may not share the same opinion of controlled parking.</p>
<p>I am not happy with this proposal, because this would mean something in addition to pay. I understand that there are people that can afford to be paying for resident permit, but not everyone can afford to pay for this and I am one of them.</p>	1	<p>It is recognised that lower income groups will be more adversely affected by charges associated with CPZs, but this is seen as being outweighed by health benefits such as lower pollution and making it easier for people to park close to their homes. These proposals will help protect against parking by commuters and other nuisance parking.</p> <p>A concessionary rate discount of 50% is applied to all visitor permits for those aged 65 or over, or if registered disabled.</p>
<p>The event day permits work well and never have any issues with parking in Seymour Avenue N17.</p>	2	<p>From the public consultation undertaken in November/December 2020, 72% of residents responding from Seymour Avenue supported the proposals expressing the need for parking controls to be introduced due to parking pressures.</p> <p>54 responses were received in total from Seymour Avenue, 39 (72%) in favour and 15 (28%) in opposition.</p>

Reason for objection.	No. of objectors cited this reason	Officer response
<p>This proposal will not entice workers to work in N17 and also school staff will not work here where they cannot park their car.</p> <p>We residents are often at work anyway so will not need to park the car, when we come home its after 6.30pm - so do not see it as a problem.</p>	1	<p>Parking permits are available for schools, traders, businesses, and carers, which they can apply for to park within the area.</p>
<p>If the intent is to restrict commuter parking this can be solved by introducing a one-hour restriction during the day rather than using all day restrictions without obstructing visitors excessively.</p>	1	<p>The results of the public consultation showed the majority of those who responded were in favour of introducing parking controls Monday to Sunday, 8am to 6.30pm for roads noted under 3.3.</p> <p>Haringey's CPZ Parking Policy states that the operational hours of controlled parking zones will be determined by the outcome of consultation.</p>
<p>A majority of those who replied to your consultation opposed any change and I was shocked to read that you plan to implement further restrictions on parking in Rosebery Avenue anyway regardless of the democratic vote.</p>	1	<p>30 responses were received in total from Rosebery Avenue, 16 (53%) in favour and 14 (47%) in opposition.</p> <p>Although overall, a majority of respondents want to keep existing Event Day parking controls, the road by road analysis undertaken has identified that for 10 out of 20 roads, a majority have indicated in favour of introducing new Weekday parking controls alongside existing Event Day parking controls..Siddons Road, Windsor Road, Havelock Road, Sherringham Avenue, Cromer Road, Hanbury Road, Parkview Road, Rosebery Avenue, Seymour Avenue and Thackery Avenue</p>

Reason for objection.	No. of objectors cited this reason	Officer response
I'm in favour of having restrictions but only for two hours per day Monday to Friday. Restrictions all day everyday will make having visitors, deliveries and works done more difficult.	1	<p>The results of the public consultation showed the majority of those who responded were in favour of the introduction of parking controls Monday to Sunday, 8am to 6.30pm for the roads noted under 3.3</p> <p>Haringey's CPZ Parking Policy states that the operational hours of controlled parking zones will be determined by the outcome of consultation.</p>

6.16 After considering the statutory consultation results including the 10 objections, it is recommended that no alterations should be made to the proposed extension of the parking controls.

6.17 The extension of the Tottenham Hale North Controlled Parking Zone with the operational times of Monday to Sunday, 8am – 6.30pm in addition to matchday/Event days controls should therefore be introduced to the roads listed under 3.3 to help improve air quality, reduce parking pressures, whilst promoting the use of sustainable forms of transport.

7 Contribution to strategic outcomes

7.1 It is important that we have safe, green travel to prevent our roads from being overrun by cars and to support active travel, which is the ambition of the Council as laid out in its [Borough Plan](#) and [Transport Strategy](#). Controlled parking zone installation will support the objectives set out in these documents as well as the wider initiatives to improve air quality and support the health of residents as per the Council's [Climate Change Action Plan](#).

7.2 The Introduction of controlled parking is in accordance with Section 3.3.3 of Haringey's Local Implementation Plan part which 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 car free 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.”

7.3 The introduction of CPZs also aligns with the Council's 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

7.4 Delivery of the proposed extension to the Tottenham Hale North CPZ will help the Council to more effectively manage valuable kerb-side space and reduce the amount of commuter and 'short trip' car journeys. This will help enable the Council to more easily prioritise kerb-

space for electric vehicle charging points, cycle hangar storage and reduce parking where there is need for improvements to walking, cycling and other sustainable means of travel.

8 Comments of the Chief Financial Officer

- 8.1 This report seeks Cabinet approval for the implementation of the Tottenham Hale North Controlled Parking Zone.
- 8.2 The full cost of this scheme is estimated to be £32.9k, including community engagement; inventory of existing site conditions; design and implementation. This will be funded from **the Council's approved Capital Programme as it was included within the Parking Implementation Plan.**
- 8.3 Once implemented the future operation cost will be funded from the existing service revenue budgets.

9 Comments of the Head of Legal Services and Governance

- 9.1 Before reaching a decision to make the necessary traffic management order to implement 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.**
- 9.2 The Council's powers in relation to the making of traffic management orders arise mainly under sections 6, 9, 45, 46, 122 and 124 and schedules 1 paragraphs 1-22 the RTRA
- 9.3 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 of the RTRA.
- 9.4 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.
- 9.5 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: -
 - The desirability of securing and maintaining reasonable access to premises.
 - 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.
 - The national air quality strategy.
 - Facilitating the passage of public service vehicles and securing the safety and convenience of their passengers.
 - Any other matters appearing to the Council to be relevant.

9.6 The legal position in relation to traffic management orders and the statutory requirements in respect of consultation are set out in section 9.1 through 9.5 of this 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, the Council would be acting in accordance with the law were it to proceed with the proposals set out in this report.

10 Equalities Comments

10.1 The Council has a Public Sector Equality Duty under the Equality Act (2010) to have due regard to the need to:

- Eliminate discrimination, harassment and victimisation and any other conduct prohibited under the Act
- Advance equality of opportunity between people who share those protected characteristics and people who do not
- Foster good relations between people who share those characteristics and people who do not.

10.2 The three parts of the duty applies to the following protected characteristics: age, disability, gender reassignment, pregnancy/maternity, race, religion/faith, sex and sexual orientation. Marriage and civil partnership status apply to the first part of the duty.

10.3 Although there is a small impact on elderly residents as a result of the introduction of the controlled hours managed parking 8am to 6.30pm, the benefits of being able to buy visitors permit at concessionary prices and utilising the permits on offer as well as expected easing in parking pressure will go a long way to address any negative impacts.

10.4 Carers in the community have access to two permit types that enable them to undertake visits to fulfil their required service. The first one is an essential service permit (ESP) which allows those people providing public personal services to residents to park in a residential or shared use bay within a controlled parking zone. The ESP scheme supports local authority services, NHS health professionals, charities and not-for-profit organisations who provide healthcare, counselling or social care to Haringey residents. The second permit type is a carer's permit which is provided to cater for the needs of those caring for residents in their own home. Residents who live in a controlled parking zone can apply for a carer's permit if their medical practitioner, nurse or social worker has completed and signed the declaration in the application form. Nannies and care providers for young children are also eligible for carers permits; the cost of this permit is dependent on the emission level of the vehicle being used in the application.

11 Use of Appendices

11.1 Appendix 1 – Plan showing proposed extension of the Tottenham Hale North CPZ.

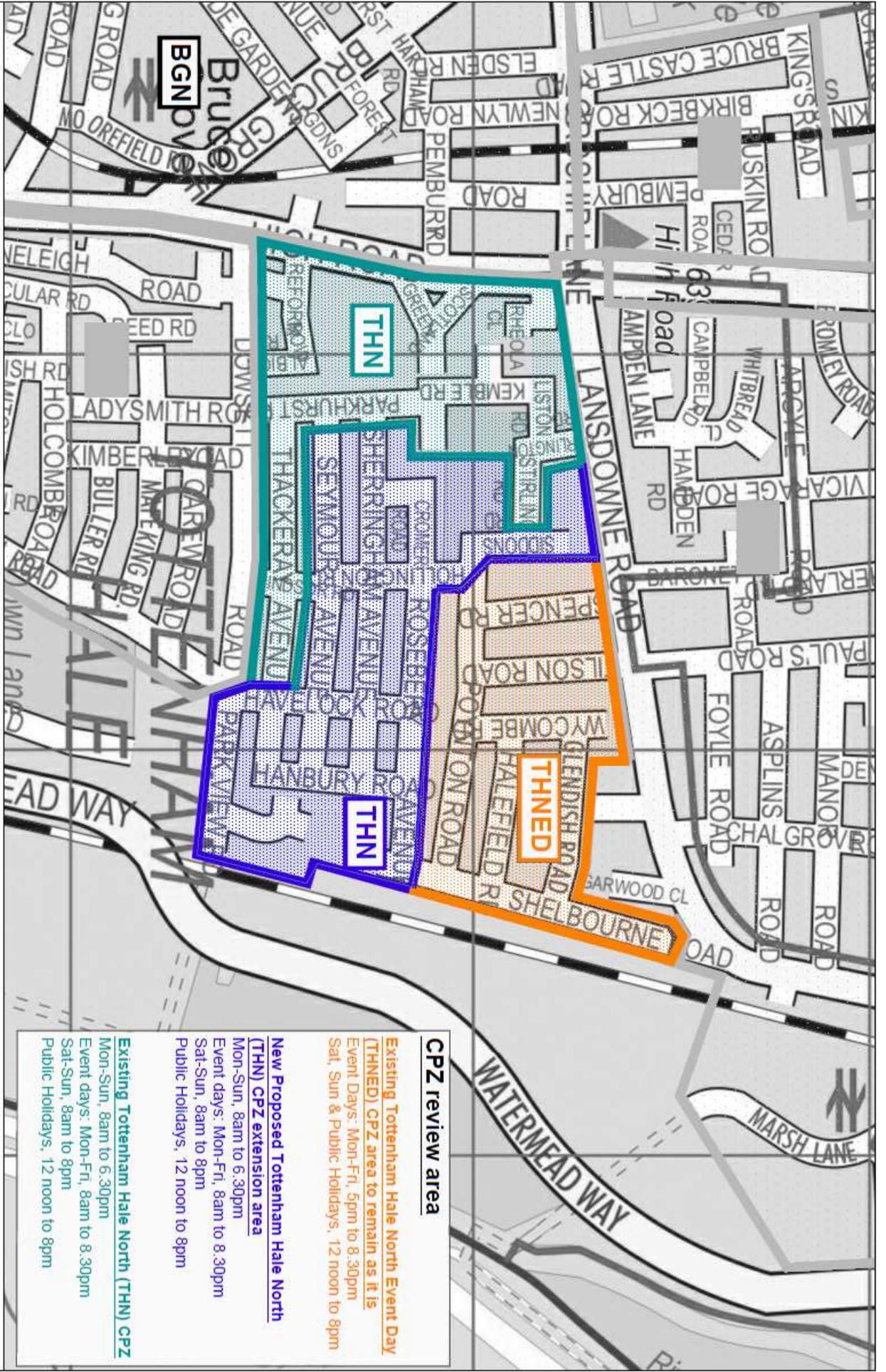
11.2 Appendix 2 – Approved Delegated Authority report following public consultation.

11.3 Appendix 3 - Statutory notification letters delivered to affected frontages.

11.4 Appendix 4 – Haringey Parking Policy – Approved March 2020.



**Proposed Controlled Parking Zone
Tottenham Hale North Extension**



CPZ review area

Existing Tottenham Hale North Event Day (THNEd) CPZ area to remain as it is
 Event Days: Mon-Fri, 5pm to 8.30pm
 Sat, Sun & Public Holidays, 12 noon to 8pm

New Proposed Tottenham Hale North (THN) CPZ extension area
 Mon-Sun, 8am to 6.30pm
 Event days: Mon-Fri, 8am to 8.30pm
 Sat-Sun, 8am to 8pm
 Public Holidays, 12 noon to 8pm

Existing Tottenham Hale North (THN) CPZ
 Mon-Sun, 8am to 6.30pm
 Event days: Mon-Fri, 8am to 8.30pm
 Sat-Sun, 8am to 8pm
 Public Holidays, 12 noon to 8pm

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Appendix 2

Haringey Council

Written Statement/Record of a decision made by an officer under delegated authority

Decision Maker (Post Title)	Ann Cunningham (Head of Service for Highways and Parking) in consultation with the Cabinet Member for Customer Service, Welfare and the Public Realm
Subject of the decision	Outcome of the informal Public consultation on the review of parking in the existing Tottenham Hale North Event day (THNED) CPZ.
Date of decision	25 th June 2021
Decision	To approve officers' recommendations as set out in section 8 of the report
Reasons for the decision	Introduce a full time CPZ which operates in conjunction with existing event days/match days controls. To manage parking pressures, prioritise parking for residents and businesses and assist in delivering Local Implementation Plan objectives of reduced traffic congestion, improve road safety and encourage the use of more sustainable forms of transport.
Details of any alternative options considered and rejected by the officer when making the decision	N/A
<u>Conflicts of interest – Executive decisions</u> Details of any conflict of interest declared by a Cabinet Member who is consulted by the officer which relates to the decision and details of dispensation granted by the Council's Head of Paid Service	N/A
<u>Conflicts of interest – Non-executive decisions</u> Where the decision is taken under an express delegation e.g. by a Committee, the name of any Member who declared a conflict of interest in relation to this matter at the committee meeting,	N/A

<p>Title of any document(s), including reports, considered by the officer and relevant to the above decision or where only part of the report is relevant to the above decision, that part)</p> <p>These documents need to be attached to the copy of this record/statement kept by the Authority but must not be published if they contain exempt information</p>	<p>Report on the outcome of the informal public consultation on the review of parking in the Tottenham Hale North Event day CPZ area.</p>
<p>Reasons for exemption with reference to categories of exemption specified overleaf or</p> <p>Reason why decision is confidential (see overleaf)</p> <p>Decisions containing exempt or confidential information falling within the categories specified overleaf are not required to be published.</p>	<p>N/A</p>
<p>Signature of Decision Maker</p>	
<p>Name of Decision Maker</p>	<p>Ann Cunningham (Head of Service for Highways and Parking)</p>
<p>Does the decision need to be published?</p> <p>Yes <input checked="" type="checkbox"/></p> <p>No <input type="checkbox"/></p>	

Exempt Information

Local Government Act 1972 Schedule 12A

Part 1: Descriptions of Exempt Information

1. Information relating to any individual.
2. Information which is likely to reveal the identity of an individual.

3. Information relating to the financial or business affairs of any person (including the authority holding that information).
4. Information relating to any consultations or negotiations or contemplated consultations or negotiations in connection with any labour relations matter arising between the authority or a Minister of the Crown and employees of, or office holders under, the authority.
5. Information in respect of which a claim to legal professional privilege could be maintained in legal proceedings.
6. Information which reveals that the authority proposes
 - (a) To give under any enactment a notice under or by virtue of which requirements are imposed on a person; or
 - (b) To make an order or direction under any enactment.
7. Information relating to any action taken or to be taken in connection with the prevention, investigation or prosecution of crime.

Note: It is insufficient to simply identify a category of exemption, you must also conduct a public interest test on the basis specified in the Act as follows:

Information falling within categories 1-7 is exempt if and so long as in all the circumstances of the case the public interest in maintaining the exemption outweighs the public interest in disclosing the information.

Confidential Decisions

1. The decision contains information provided by a Government department on a non-disclosure basis
2. There is a Court order against disclosure

Report for: Record of Decision Taken Under Delegated Authority

Item number:

Title: Outcome of the informal public consultation on the review of parking in the Tottenham Hale North Event day CPZ area.

Report authorised by: Ann Cunningham Head of Service for Highways and Parking in consultation with the Cabinet Member for Customer Service, Welfare and the Public Realm:



Lead Officer: Bethlehem Girma, River Park House, 1st Floor South, N22 8HQ, Bethlehem.Girma@haringey.gov.uk, 020 8489 1763

Ward(s) affected: Tottenham Hale

Report for Key/
Non Key Decision: Non key decision

1 Purpose

- 1.1 To report on the feedback received during the public consultation on the review existing event day only parking measures, and on the introduction of full time CPZ parking controls. To seek approval to proceed with the recommendations set out in section 8 of this report.
- 1.2 The area consulted is shown on the plan contained in **Appendix 1**.

2 Background

- 2.1 The Council last reviewed parking controls in THNED area in 2017. At that time there was limited support for the introduction of a Controlled Parking Zone (CPZ). Consequently, no additional measures or substantial changes were carried out, and current Event Days Controls being retained.
- 2.2 Since 2017 many residents have indicated support for a CPZ. This has involved a petition with 65 signatories requesting the Council to introduce parking controls 8.30am to 6.30pm during weekdays in the following streets 'Thackery Avenue, Seymour Avenue, Sherringham Avenue, Hanbury Road, Havelock Road and Siddons Road. In addition, the Council has received feedback from individual residents and businesses that parking behaviours have changed. This may in part be due to parking pressures resulting from new developments, including the new Tottenham Hotspur stadium.
- 2.3 In response to resident feedback the THNED CPZ area was identified for a CPZ review as part of the 2020/21 sustainable works programme, with the informal public consultation programmed to be undertaken in 2020.
- 2.4 With the support of Ward Councillors, the consultation material for the review of controls were compiled to determine if daily parking controls are now supported, and if so what operating days and times are preferred.

3 Consultation response

- 3.1 Public consultation was carried out over a three-week period starting on 25 November and concluding on 16 December 2020. The Council followed its usual parking consultation practice which included, delivering a consultation pack including information letters, questionnaire, and an area plan to all registered properties within the consultation area. Street notices were erected in every road being consulted to raise awareness of the parking review consultation, and lastly all consultation material and relevant information was uploaded onto the Councils' website with access to an online questionnaire allowing responses to be submitted digitally. The consultation pack can be found in **Appendix 2**.
- 3.2 Of the 1561 properties that were consulted, the Council received 236 responses, a response rate of 15.1%. This response rate exceeds the council's parking policy minimum response rate of 10%.
- 3.3 Of those who responded, 53% did not support and 47% supported the introduction of a full time CPZ.

3.4 Analysis of the responses on a road-by-road basis indicates support for parking controls from roads to the south and west of the THNED consultation area. The majority of roads in the northern half of the consultation area oppose the introduction of full time CPZ controls. 2 roads responded with no clear preference. See Table 1 for list of roads and feedback received. Roads highlighted in Table 1 below are those who participated in the petition received 2017.

*Note, only a small section of Thackeray Avenue is in THNED, the remaining section of the road is within the existing Tottenham Hale North (THN) full time CPZ.

Table 1

Responses	Roads concerned	Response rate	Days / Hours of control
CPZ supported	Cromer Road Hanbury Road Parkview Road Rosebery Ave Seymour Ave Siddons Road Windsor Road	No. of positive responses 74 (66.1%) No. of negative responses 38 (33.9%)	<ul style="list-style-type: none"> • 54% Preferred all week – Monday to Sunday • 19% preferred - Monday to Saturday • 27% preferred Monday to Friday • 53% All day e.g. 8 am – 6.30 pm, • 4% Four hours e.g. 10 am – 2 pm, • 0% Two hours e.g. 10 am – 12 noon • 33.9% Keep Match Day • 3.6% suggested other operational times
CPZ not supported	Glendish Rd Halefield Rd Park View Rd Poynton Road Shelbourne Rd Spencer Rd Thackeray Ave Tilson Rd Wycombe Rd Not Stated	No. of positive responses 22 - (22.9%) No. of negative responses 74 - (77.1%)	
No preference indicated	Havelock Road Sherringham Avenue	No. of positive responses 20 - (50%) No. of negative responses 20 - (50%)	
TOTAL		236 (100%)	

3.5 Although the majority of those who responded opposed the introduction of a full time CPZ, detailed analysis of responses suggests that there is support for full time controls from a small sub area which includes roads in the west and south.

3.6 Analysis of comments submitted on questionnaires demonstrates that some residents feel strongly that there are parking pressures affecting the THNED CPZ area.

3.7 A full analysis of all responses can be found in **Appendix 3**.

3.8 During the consultation period no petitions were presented.

4 Chief Finance Officer Comments

4.1 This report seeks approval from the Head of Service for Highways and Parking in consultation with the Cabinet Member for Customer Service, Welfare and the Public Realm for the implantation of the Tottenham Hale North CPZ extension, outlined in Appendix 4 and recommends that some of the roads are excluded from the CPZ outlined in section 8.

4.2 Provision for the implementation of the proposed measures to the CPZ has been included in the Council's Capital Programme for 2021/22.

4.3 Associated costs which include community engagement, inventory of existing site conditions, design and implementation is estimated to be in the region of £20k.

4.4 Annual running costs will be funded from existing revenue budgets.

5 Traffic Management Order process

5.1 Before reaching a decision to make the necessary Traffic Management Order to implement or amend a CPZ scheme, the Council must follow the statutory consultation procedures pursuant to the Road Traffic Regulation Act 1984 (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.

5.2 The Council has powers to make Traffic Management Orders regulating or controlling vehicular and other traffic in its area under section 6 of the RTRA.

5.3 The power to designate parking places on highways within their area for use only at times specified in the order and to charge vehicles left in those places is contained within sections 45 and 46 of the RTRA.

5.4 Schedule 1 paragraphs 1-22 of the RTRA set out the parameters for which an order under section 6 can be made

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

5.6 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.

6 Equalities implications

- 6.1 The Council has a Public Sector Equality Duty under the Equality Act (2010) to have due regard to the need to:
 - Eliminate discrimination, harassment and victimisation and any other conduct prohibited under the Act,
 - Advance equality of opportunity between people who share the protected characteristics and people who do not,
 - Foster good relations between people who share those characteristics and people who do not.
- 6.2 The three parts of the duty applies to the following protected characteristics: age, disability, gender reassignment, pregnancy/maternity, race, religion/faith, sex and sexual orientation. Marriage and civil partnership status applies to the first part of the duty.
- 6.3 The proposed decision is to implement all day CPZ controls which operates Monday to Sunday, 8am to 6.30pm in Cromer Road, Hanbury Road, Havelock Road, Hollington Road, Parkview Road, Rosebery Avenue, Seymour, Avenue, Siddons Road, Sherringham Avenue and Windsor Road, subject to the outcome of a Statutory Consultation which will be carried out.
- 6.4 The decision follows the outcome of an informal public consultation carried out to determine if daily parking controls are supported by residents and businesses in the area.
- 6.5 A Consultation document and a questionnaire with freepost envelope for returning the questionnaire was distributed to all households and businesses within the consultation area. An online version was also made available on Haringey's website.
- 6.6 The questionnaire also asked for disabled bay holders to indicate if they would like for their bays to be converted to a dedicated bay for their specific use only.
- 6.7 The introduction of the parking controls will prioritise parking for residents and businesses in the area and it will also make it easier for those with Blue Badges to park.

7 Summary

- 7.1 Overall, the THNED consultation returned a negative outcome, however there is a sub area of the THNED CPZ to the west and south, which supports introduction of full time CPZ controls.
- 7.2 Roads that are in favour of full time CPZ controls are: - Rosebery Avenue, Seymour Avenue, Siddons Road, Hanbury Road, Havelock Road, Hollington Road, Cromer Road, Windsor Road.
- 7.3 Roads that do not support of a full time CPZ controls are: - Glendish Road
Halefield Road, Park View Road, Poynton Road, Shelbourne Road Spencer Road, Thackeray Avenue, Tilson Road and Wycombe Road.
- 7.4 Sherringham Avenue and Havelock Road raised no clear preference.
- 7.5 Analysis of comments submitted demonstrates that some residents feel strongly that there are parking pressures affecting the THNED CPZ area.
- 7.6 The top four parking problems stated are commuters, other non-local vehicles, trade vans, and overspill. There are also problems caused by HMOs (multicar occupancy households) where many occupants do not have cars registered at the address.
- 7.7 A majority of those that responded, 54%, supported all week controls 'Monday to Sunday'.
- 7.8 A majority of those that responded, 53%, supported operating hours of CPZ to be 8am to 6.30pm.
- 7.9 Having considered the responses from residents and businesses and discussed these with Ward Councillors, officers recommend that implementation of full time controls is progressed for roads that supported this. These roads are highlighted in pink on the map detailed in **Appendix 4**. The full time CPZ would operate Monday to Sunday 8am to 6.30pm which would align to the existing Tottenham Hale North CPZ and would be in addition to the existing matchday/event days CPZ..
- 7.10 Officers recommend not to proceed with the introduction of a full time CPZ in the streets that did not support the introduction of additional parking controls. These streets are: Shelbourne Road, Spencer Road, Tilson Road, Wycombe Road, Glendish Road, Halefield Road and Poynton Road.
- 7.11 The introduction of the full time CPZ is in line with section 3.3.3 of Haringey's Local Implementation Plan which 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.

7.12 A wider strategy to deliver a number of the Council's key aims and policies includes reducing the number of trips and reliance on cars and encourage more sustainable modes of transport, particularly as the area is well served by local railways and bus routes. Fewer car trips will help to reduce congestion and the risk of road traffic collisions. This will provide a safer environment that may help to encourage more people to walk and cycle, particularly for short journeys. Reduced vehicle emissions will contribute to the Council's aim of improving air quality, and this together with more active and sustainable ways to travel will improve the health and quality of life for those living and working in the Borough.

7.13 The estimated implementation cost of the scheme is £20k.

8 Recommendations

8.1 It is recommended that the Head of Service for Highways and Parking in consultation with the Cabinet Member for Customer Service, Welfare and the Public Realm having considered the proposals and the feedback to the public consultation, approve the following, subject to compliance to statutory consultation and detail design: -

8.2 Full time parking controls be implemented in Cromer Road, Hanbury Road, Havelock Road, Hollington Road, Parkview Road, Rosebery Avenue, Seymour, Avenue, Siddons Road, Sherringham Avenue and Windsor Road. These roads to be included within the existing Tottenham Hale North (THN) CPZ, operating Monday to Sunday, 8am – 6.30pm in addition to matchday/Event days controls. These roads are shown on the attached plan in **Appendix 4**.

8.3 Full time parking controls to not be implemented in Shelbourne Road, Spencer Road, Tilson Road, Wycombe Road, Glendish Road, Halefield Road and Poynton Road.

8.4 The lengthening of all disabled bays within the consultation area to meet the required mandatory bay length of 6.6m as specified by Department for Transport's Traffic Signs Regulations and General directions 2016. This will result in revoking existing waiting, loading and parking place restrictions to enable the introduction of changes to disabled parking places.

8.5 Residents / businesses in the proposed full time controlled CPZ area to be informed of the decision by letter, highlighting the next stage which includes a statutory consultation.

8.6 Residents/businesses in the streets not to be included in the full time controlled CPZ to be notified of the results and the decision.

List of Appendices

Appendix 1 – Map of consultation area

Appendix 2 – Public consultation documents

Appendix 3 – Data analysis report

Appendix 4 – Map of consultation responses and proposed area for statutory consultation.

Appendix 3

Environment and Neighbourhoods

Ann Cunningham: Head of Service for Highways & Parking



18 October 2021

Proposed Tottenham Hale North Controlled Parking Zone Extension

Dear Resident or Business,

You may recall that in November/December 2020 we consulted you on the introduction of parking controls in your area. We did this because we were informed that some residents were experiencing parking pressures which was making it difficult to park near their home. It is likely that some, if not most of these pressures were created by an increase in commuter parking, alongside changes in parking behaviour related to the new Tottenham Hotspur Stadium.

Our consultation involved questionnaires being distributed to residents and businesses seeking feedback on issues experienced in the area and to find out if there was support for the introduction of new parking controls. These controls would be in addition to the controls already in place for event days at the stadium. This letter provides details of the outcome of that consultation and the next steps.

Consultation Feedback

Of the 1561 properties that were consulted, 236 responses were received representing a 15.1 % return rate. Overall, the response was to retain existing Event Day only parking controls.

We asked if you would prefer Weekday and Event Day parking controls, or retain only Event Day parking controls and you responded as follows:

- 53% (639) want only Event Day Parking Controls.
- 47% (261) want Weekday controls alongside existing Event Day controls
- 3% (30) were not sure

Full details of the outcome of the consultation is available on the Council's website at <https://www.minutes.haringey.gov.uk/ieDecisionDetails.aspx?id=2633&LLL=0>

Although a majority of respondents want to keep existing Event Day parking controls, road by road analysis has identified that for 7 out of 20 roads, a majority have indicated in favour of introducing new Weekday parking controls alongside existing Event Day parking controls. These roads are Cromer Road; Hanbury Road; Parkview Road; Rosebery Avenue; Seymour Avenue; Siddons Road; and Windsor Road. In addition, there were 2 roads that indicated no clear preference, these are Havelock Road and Sherringham Avenue.

Analysis of responses from these 9 roads has shown that 66% of respondents are in favour of introducing weekday parking controls and expressed a preference for 8am to 6.30pm Monday to Sunday alongside existing Event Day parking controls. The remaining 46% have indicated in favour of retaining existing Event Day parking controls.

Next Steps

Officers met with ward councillors in your area to discuss the outcome of the consultation. An agreement was reached and approved through delegated authority to progress changes in the

area where the majority of respondents supported the introduction of weekday parking controls, Monday to Sunday, 8am to 6.30pm alongside existing Event Day parking controls.

The following roads will therefore be progressed to statutory consultation for inclusion within the existing Tottenham Hale North CPZ area which includes advertising the changes to parking controls in the local newspaper:

- | | |
|-----------------------|--------------------|
| 1. Siddons Road | 6. Hanbury Road |
| 2. Windsor Road | 7. Parkview Road |
| 3. Havelock Road | 8. Rosebery Avenue |
| 4. Sherringham Avenue | 9. Seymour Avenue |
| 5. Cromer Road | |

The statutory consultation on these changes will begin on **Wednesday 20 October 2021** and provides a 21-day period for anyone wishing to object to the proposals. You can send us your comments via the online portal <https://consultation.appyway.com/haringey> or email traffic.orders@haringey.gov.uk. Alternatively, you can write to us at the postal address shown on this letter. Please ensure that 'T2021-T41 Tottenham Hale North Event Day' is included within the subject title when responding. The closing date for objections to be received by the Council via email or post is **Wednesday 10 November 2021**.

In addition to the above changes, to support vulnerable members of the community who already have disabled bays that currently do not meet the minimum length as required by government legislation, we are proposing that these bays be increased to 6.6m. Changes relating to this will be included in the statutory consultation.

What Happens Next?

All objections will be considered by officers and a report with recommendations will be submitted for consideration and approval by the Cabinet Member for Customer Service, Welfare and the Public Realm directly or by the Head of Service for Highways and Parking in consultation with the same Cabinet Member. We will write to residents and businesses within these roads to inform you on the outcome of the statutory consultation and whether approval has been granted to implement the changes.

Yours faithfully,



Highways and Parking

Highways and Parking
River Park House, 1st floor
225 High Road, Wood
Green
London N22 8HQ

020 8489 1000

www.haringey.gov.uk

Appendix 4

Controlled Parking Zone Policy

Background

A parking and traffic management policy is an important tool which contributes towards wider policy objectives. Such objectives include a less congested road network, improved road safety and a reduction in vehicle emissions, leading to improved air quality for residents.

Better managed kerb space will also benefit Haringey's residents with improved road conditions for walking, cycling and journey times on the local transport network. It also ensures the distribution of allocated disabled parking bays reflecting the necessary requirements within specific parking zones and shopping areas in the borough. The policy ensures the provision of visitor parking facilities to support local business and community groups including those on our local high streets, shopping areas and places of worship.

Controlled Parking Zones (CPZs)

This policy sets out the factors that will be considered when determining whether to **implement parking restrictions as part of a controlled parking zone ("CPZ")** for the first time in the whole or part of the Borough.

CPZ Area

The area of the Borough where it is intended to implement parking restrictions will be determined by parking stress surveys and expressions of interest received from residents and agreed by Ward Councillors. Parking occupancy of 80% and above would suggest pressure. Residents of roads on the boundary of an area, who may be at risk of displacement if a CPZ is subsequently implemented, will also be consulted on proposals and offered the opportunity of inclusion in the zone.

Consultation

An informal public consultation will be undertaken in addition to the statutory requirements set out in legislation.

Consultation Stages

Stage 1 – Informal Consultation

As part of the design consultation residents and other stakeholders will be consulted regarding the operational times and days in the form of a questionnaire. This will allow schemes to be tailored to local needs, however these hours need to be limited to a time range that is appropriate for the area and does not fail to take into consideration the effect of attractions such as transport hubs or retail facilities. The minimum operational hours that will be considered are two-hour zones. The operational times proposed will be agreed with Ward Councillors prior to consultation commencing.

The results of the first stage consultation will be considered on an area wide basis, with the collective response of the area determining whether a CPZ is introduced. In order to ensure

CPZs are coherent, they need to reflect residents' views, but also reflect the local geography, including neighbouring CPZs, potential future development, nearby areas of parking pressures such as large venues and new housing and business development parking attractors, and the impact on main roads. The implementation area will be finalised following the consultation process taking account of these factors.

While an area may share the same parking problems, its residents may not share the same opinion of controlled parking. A CPZ will therefore be introduced based on the overall response from the area consulted or sub-areas of the consulted area, achieving at least 51% vote in favour of controls unless there are exceptional circumstances, such as a major development planned for the area.

This means that some streets may vote against a CPZ, but if surrounded by roads that support controls, they will be included to ensure that the zone is workable. Where this happens, the rationale will be made available to residents.

If there are roads on the periphery of a proposed controlled parking zone area are not in favour of parking restrictions being implemented, their roads may be removed from the proposed zone where practicable. Part roads will not be included in a CPZ.

Schemes will be progressed where at least 51% of respondents are in favour of proposals. There may be exceptional circumstances where controls need to be implemented in situations where there is less than 51%. These decisions will be taken by the Head of Operations in consultation with the relevant Cabinet Member and Ward Councillors.

The operational hours of controlled parking zones will be determined by the outcome of consultation. Where the consultation fails to deliver a clear preference, decisions on operational hours will be made in consultation with Ward Councillors. There may be exceptional circumstances where the Council will implement operational hours required to discharge **the Council's duties under section 122 of the Road Traffic Regulation Act 1984**

The Council should receive a response rate of between 10% and 20% to consultations. A response rate below 10% is deemed inconclusive and a scheme will not be progressed without further engagement with the community and achieving a response rate no less than 10%.

Stage 2 – Detailed Design

This is the formal statutory consultation stage where the proposals are advertised in the local press and notices are placed on lamp posts in the area. The period of consultation is normally 21 days where people can comment on the designs. However, this period is sometimes extended to take in to account public and school holidays. This consultation does not give the option if whether or not a CPZ should be implemented and simply takes account of measures that need to be taken on the highway to give effect to scheme implementation.

Review Stage

The Council will introduce a programme of review of all permanent controlled parking zones. This will involve an assessment of the parking provision within existing zones to

ensure it still works for residents, businesses and visitors whilst also encouraging walking, cycling and more sustainable forms of transport for those that need to travel across the Borough. The review programme will be developed with the aim that all permanent CPZs are reviewed every 5 years or in response to representations from residents and Ward Councillors. It is recognised that there will be exceptions where the review of more recently implemented CPZs will take priority due to pending developments in the area.

Design principles

The Council's Borough Plan, Transport Strategy and Air Quality Action plan (AQAP) sets out the Council's commitment to improving air quality. Transport is one of the main contributors to poor air quality and as such our controlled parking zones should be designed not only to deter all day parking associated with commuters, but to discourage short trips and encourage walking and cycling.

The Traffic Management Act (TMA) 2004 is a key piece of legislation for parking management. The TMA requires that arrangements should be based on the principles of fairness, consistency and transparency. The associated guidance requires authorities to design arrangements with regard to:

- Managing the expeditious movement of traffic,
- Improving the local environment,
- Improving road safety,
- Improving the quality & accessibility of public transport,
- Meeting the needs of disabled people,
- Managing & reconciling the competing demands for kerb space.

In order to support local business loading restrictions will only be introduced where they are required to maintain road safety and protect against congestion on key routes.

The size of a controlled parking zone should consequently be such that allows residents easy and safe access to parking near their homes but deters short trips and interzone communicating that creates pressures at places of interest such as transport hubs and near retail facilities. It is therefore recommended that where possible a CPZ will not comprise of more than 30 roads as recommended in national guidance.