

Report title: Spurs Match Day CPZ proposals- Report of Statutory Consultation	
Forward Plan reference number:	
Report of: Anne Fisher, Director of Environmental Services	
Ward(s) affected: Northumberland Park, White Hart Lane, Tottenham Hale	Report for: Key decision
1.0 Purpose	
1.1 To summarise the feedback from the Statutory Consultation process carried out in Nov/Dec 2005.	
1.2 To seek approval to authorise the making of the Traffic Management Order (TMO) necessary to introduce a Controlled Parking Zone (CPZ) in specified roads in the Tottenham area, as shown in Appendix I of this report.	
2.0 Introduction by the executive member	
2.1 The pressure on parking facilities in London continues to rise. In some areas competition for parking space on public highways is a major issue of concern for residents, pedestrians and other roads users. Increased congestion is one of the results of the competition for parking places. The Council has a duty to reduce congestion.	
Issues of congestion and the availability of parking spaces are particularly acute near major venues that attract large numbers of visitors. Tottenham Hotspur football ground is such a venue. This report outlines why we have consulted residents and business about a match day controlled parking zone in the area around the Tottenham Hotspur Football Club and the responses to this consultation.	
Members are asked to agree the implementation of the match day parking restrictions outlined in this report.	

3.0 Recommendations

- 3.1 It is recommended that the Executive:-
- 3.2 Note the feedback of the statutory consultation process and in particular, the objections received.
- 3.3 Agree the reasons for providing parking controls.
- 3.4 Agree the proposed hours and days of operation on match days of :-
- Monday to Friday 5:00pm to 8:30pm; and
 - Saturday, Sunday and Bank Holidays, noon to 5:30pm.
- 3.5 Authorise Council Officers to make the Traffic Management Order (TMO) and take all the steps necessary for the introduction of match day controls in the proposed area as shown in Appendix I but subject to the prior:-
- (i) formal withdrawal of the objection from the London Borough of Enfield, or
 - (ii) consent to the TMO proposal from the Greater London Authority under section 121B(3)(d) of the Road Traffic Regulation Act 1984.

Report authorised by: Anne Fisher, Director of Environmental Services

Contact officer: Tony Kennedy, Group Leader Traffic & Road Safety

Telephone: 0208 489 1765

4.0 Executive summary

- 4.1 This report sets out the feedback from all interested parties during the statutory consultation process for introducing the CPZ in the roads surrounding Tottenham Hotspurs Football Club's (THFC) stadium. The report demonstrates that the statutory requirements for making TMO's for CPZ's have been satisfied. As a result, the report recommends that approval be granted to formalise the necessary TMO's for the introduction of the 'Spurs Match Day CPZ' in the roads specified in Appendix 1. Approval is subject to Enfield's objection being withdrawn or if consent is given to the scheme by the Greater London Authority/Mayor of London.

5.0 Reasons for any change in policy or for new policy development:

- 1 There is no change in policy

6.0 Local Government (Access to Information) Act 1985

6.1 The following background papers have been used in the preparation of this report:-

- Responses received within the statutory consultation period.
- Representations received during the statutory consultation period.
- Executive Committee report – 26th July 2004.
- Mayor of London's Transport Strategy.

6.2 For access to background papers or any further information please contact Vincent Valerio on 0208 489 1325.

7.0 Background

7.1 It has been recognised that when Tottenham Hotspurs Football Club (THFC) are playing at home, parking pressures within the surrounding area increase considerably, to the detriment of local residents. There are also detrimental effects on overall transport movements, which could adversely affect the response times of the emergency services in the event of an incident.

7.2 The Council carried out non-statutory consultation for a Match Day CPZ in the roads around the stadium in March/April 2005. The results of this consultation were reported to the Executive on 26 July 2005. In total, 74% of respondents were in support of the Match Day Parking Zone.

7.3 The Executive therefore agreed to proceed to statutory consultation for the implementation of a Match Day CPZ. The scheme will operate in a similar fashion to that of a normal CPZ, but residents and businesses will be issued with permits free of charge and the controlled parking regime will only be operational during match days.

7.4 Officers understand that on rare occasions matches on Saturdays, Sundays and Bank Holidays may commence at 5:15pm and for that reason it is recommended that the proposed CPZ be extended to 5.30pm, although the statutory proposal was for 4:30pm. This minor change is not considered to require further consultation under the regulations.

8.0 Statutory Consultation Process

8.1 Statutory Consultation is the legal part of the process and takes the form of a public notice. This 'Notice of Intention' was subsequently published in the London Gazette and Hornsey & Crouch End Journal on the 27th October 2005. Notices were also erected on lamp columns throughout the proposed area. The notice sets out the Council's intention to implement parking controls within a specified area. The notice has a 21-day statutory consultation period, which allows all interested parties an opportunity to support or object the proposals.

8.2 In addition to the notices, the Highways service delivered statutory consultation leaflets to those roads most effected by the proposals (see Appendix I).

8.3 As part of the statutory consultation the views of the following bodies were sought: AA, London Transport, Police (local), Fire Brigade, London Ambulance Service, Freight Transport Association, Road Haulage Association, RAC, Metropolitan Police (traffic), Haringey Cycling Campaign, Haringey Accord, Tottenham Hotspurs Supporters Trust, Tottenham Hotspurs Football Club (THFC) and the London Borough of Enfield.

9.0 Statutory Consultation Results - Individual Responses

9.1 A total of 7,879 statutory consultation letters were distributed to the roads highlighted in Appendix I. It must be noted that during statutory consultation any interested party has the opportunity to make a representation, including people from outside the area.

9.2 The Council received 358 responses in the form of written correspondence and emails. A summary breakdown of these responses are shown below: -

- Nine respondents objected to the scheme from within the proposed zone.
- Four respondents supported the scheme, one from within the proposed zone and the remaining not specifying their area of origin.
- There were 56 objections from outside the proposed zone but within Greater London.
- A further 90 respondents objected to the scheme from outside of the Greater London area.
- There were 31 requests for additional information.
- The Council also received 168 emails objecting to the scheme but these respondents did not specify an address. The majority of these emails were a product of a standard template extracted from THFC's supporters' web-site

9.3 In general terms the feedback shows that the majority of opposition has been generated from outside the proposed area and in many instances from outside of London. A summary of these responses can also be found in Appendix II.

10.0 Statutory Consultation Results- Statutory Bodies and Other Interested Parties

10.1 As mentioned in paragraph 8.3, the Council also consulted the following statutory bodies for their views on the scheme: -

10.2 **Tottenham Hotspurs Supporters Trust (THST)** - The THST are officially recognised by the club to represent its supporters. Their areas of concern were: -

- The lack of transport infrastructure;
- That parking will only be displaced to another area;

- Adverse effects on the local economy; and
- Concern on the lack of parking facilities for vulnerable groups and the disabled.

Further details on the THST response can be seen in 'Appendix II'.

- 10.3 **Tottenham Hotspur Football Club** - The following comments were received from the club; "When the Club were considering developing White Hart Lane, the potential for increased traffic in line with an increased capacity meant that local match day Car Parking Restrictions would be an important tool in minimising congestion in the Stadium's immediate vicinity. However, as no redevelopment has been undertaken by the Club, it is believed that the proposed Car Parking Restrictions will offer no benefit to our supporters who currently do not have the option of utilising a robust, comprehensive and speedy public transport system."
- 10.4 **Tottenham Traders Association (TTA)** - The TTA were generally supportive of the scheme subject to the Council providing free permits to residents and businesses.
- 10.5 **London Borough of Enfield (LBE)** -The LBE submitted their response to the Traffic Order on the 30 January 2006 (See Appendix IV). They have registered their objection to the implementation of the CPZ. The objection centres around the likelihood of parking displacement onto their roads given that the Councils proposals terminate at Enfield's borough boundary. The LBE are however prepared to reconsider its position and withdraw its objection if the scheme was to be revised to include a degree of protection for the residents of the LBE. They would want guarantees from Haringey that the impact of the zone would be monitored within 3 months of implementation and in the event of any adverse effects on Enfield roads that Haringey would fund measures to mitigate these effects
- 10.6 In light of receiving this objection, the Council must seek to address the concerns raised and come to a satisfactory outcome before the implementation of the relevant TMO. Therefore, Council Officers have met with representatives from LBE in order to address their concerns. Currently there is a will from both parties to resolve the outstanding issues, however, if the LBE do not withdraw their objection then under section 121B (3)(d) of the Road Traffic Act 1984, the Council has to consult the GLA/Mayor for consent for the proposals to be implemented.

11.0 Consultation Analysis

- 11.1 This section of the report sets out the objections of consultees and informs Members of the Council's response.
- 11.2 **Objection** - From within the proposed area, only nine objections were registered. These were mainly concerned around payments for permits.
- 11.3 **Response** – The Council confirmed that the scheme would be free for residents and businesses.

11.4 **Objection** - It is clear that the major objection to the scheme came from parties outside of the specified area and in many cases from outside of London. Their salient concern was that public transport as an alternative to the car was not a viable option as many supporters travelled from a wide area. Additionally, concerns were raised to the safety of senior citizens and other vulnerable groups.

11.5 **Response** - As part of the Traffic Management Order for the proposals, Blue or disabled badge holders can park without time limit in designated residential bays. It is also the Council's view that there are adequate public transport services that are accessible to all. Additionally, in the event of an incident, the scheme will help facilitate, the movement of emergency vehicles.

12.0 **Summary & Conclusion.**

12.1 This proposal is clearly in line with the Mayor's Transport Strategy and is supported by residents and businesses from within the area as the principles behind the scheme are to introduce parking controls: -

- to protect kerbside space for residents from supporters travelling into the area using private vehicles;
- to encourage people to use public transport;
- to reduce the use of private vehicles; and
- to reduce congestion.

12.2 The scheme has been developed in partnership with Tottenham Hotspurs Football Club who have previously acknowledged the negative impact commuter parking has on the local environment on match days, which would be further compounded if any future redevelopment increased the stadium's capacity.

12.3 The Council will seek to address LBE's concerns on the impact of the CPZ in order that they withdraw their objection, but if this not possible, the Council will refer the matter to the Greater London Authority/Mayor of London for adjudication and consent.

13.0 **Financial Implication**

13.1 Recommendations to introduce the Spurs Match Day CPZ proposals will be funded from a provision of £127k for this scheme contained in the capital budget for 2005/06.

14.0 **Equalities Implications**

14.1 The Statutory Consultation is seeking the views of all residents/businesses of an area.

14.2 Controlled parking is an effective form of deterring commuters from entering into an area. It also promotes the use of public transport, walking and cycling and benefits the people who do not have access to a car.

15.0 Comments of the Director of Finance

15.1 The Environmental Services capital budget for 2005/06 contains a provision of £127k for the introduction of this scheme, £62k of which is a contribution from Spurs. The implementation costs must not exceed the budget provision.

15.2 A financial appraisal of the proposed extension has been undertaken and indicates a payback period of 9.14 years as summarised below:

	£
Set up and implementation costs	<u>127,000</u>
Annual running costs	57,100
Annual income	<u>71,000</u>
Net income	<u>13,900</u>
Payback of Set Up Costs (Years)	<u>9.14</u>

15.3 The part year impact of running costs and income is included in the parking account for 2005/06 and the full year effect will be reflected in next year's budget.

16.0 Comments of the Head of Legal Services

16.1 A Controlled Parking Zones are implemented by Traffic Management Orders. Before reaching a decision to make such an order, the Council must follow the statutory consultation procedures under the Road Traffic Regulation Act 1984 ("the 1984 Act") and Regulations made under the 1984 Act, and properly consider all objections received in the light of the relevant statutory powers.

16.2 By virtue of Section 122 of the 1984 Act, the Council must exercise its powers under the 1984 Act 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 are to be exercised so far as practicable having regard to the following:

- a) the desirability of securing and maintaining reasonable access to premises;
- b) the effect on the amenity of any locality affected, and the importance of regulating and restricting the use of roads by heavy commercial vehicles, so as to preserve and improve the amenities of the areas through which the roads run;
- c) the national air quality strategy;
- d) the importance of facilitating the passage of public service vehicles and securing the safety and convenience of persons using or desiring to use them; and
- e) any other matters appearing to the Council to be relevant

- 16.3 The objection from the L.B. Enfield brings into consideration section 121B of the Road Traffic Regulation Act 1984. This applies when one Borough proposes to exercise a power likely to affect a road in another Borough. In the event of an objection, the first Borough can only proceed with its proposal if the Greater London Authority has considered the objection and overruled it by consenting to the proposal. This will cease to be a problem if Enfield formally withdraw their objection before Executive Members' decision.
- 16.4 Therefore, Executive Members can decide to make the TMO in principle but this must be expressly subject to the prior consent of the GLA or the withdrawal of the objection before the proposal is implemented. Otherwise the implementation of the TMO would be unlawful.

17.0 Recommendations

- 17.1 It is recommended that the Executive:-
- 17.2 Note the feedback of the statutory consultation process and in particular, the objections received.
- 17.3 Agree the reasons for providing parking controls.
- 17.4 Agree the proposed hours and days of operation on match days of :-
- Monday to Friday 5:00pm to 8:30pm; and
 - Saturday, Sunday and Bank Holidays, noon to 5:30pm.
- 17.5 Authorise Council Officers to make the Traffic Management Order (TMO) and take all the steps necessary for the introduction of match day controls in the proposed area as shown in Appendix I but subject to the prior:-
- (i) formal withdrawal of the objection from the London Borough of Enfield, or
 - (ii) consent to the TMO proposal from the Greater London Authority under section 121B(3)(d) of the Road Traffic Regulation Act 1984.

18.0 Appendices

- (I) Location Plan and List of Roads Included in the Spurs Match Day CPZ
- (II) List of Issues Raised during Statutory Consultation
- (III) Statutory Consultation Documents
- (IV) Copy of letter received from the London Borough of Enfield

Appendix I

Location plan and list of roads included in the Spurs Match Day CPZ

List of roads included in Statutory Consultation.

1	ACACIA AVENUE	44	DURBAN ROAD	87	PAXTON ROAD
2	ALL HALLOWS ROAD	45	FARNINGHAM ROAD	88	PEMBURY ROAD
3	ALLINGTON AVENUE	46	FLEXMERE ROAD	89	PENSHURST ROAD
4	ALMOND ROAD	47	FOYLE ROAD	90	PRETORIA ROAD
5	ALTAIR CLOSE	48	FRYATT ROAD	91	PRINCES STREET
6	ANGLIA CLOSE	49	GILLHAM TERRACE	92	QUEEN STREET
7	ARGYLE ROAD	50	GRANGE ROAD	93	ROEBUCK LANE
8	ASPLINS ROAD	51	GRASSMERE ROAD	94	ROLVENDEN PLACE
9	AWLFIELD AVENUE	52	GREAT CAMBRIDGE ROAD	95	ROMNEY CLOSE
10	BARKHAM ROAD	53	GRETTON ROAD	96	ROTHBURY WALK
11	BARONET GROVE	54	HAMPDEN LANE	97	THE ROUNDWAY
12	BARONET ROAD	55	HAMPDEN ROAD	98	RUSKIN ROAD
13	BEAUFOY ROAD	56	HAYNES CLOSE	99	ORCHARD PLACE
14	BEDWELL ROAD	57	HEADCORN ROAD	100	SCOTSWOOD WALK
15	BENNETTS CLOSE	58	HEBDEN TERRACE	101	SELBY ROAD
16	BIGBURY CLOSE	59	HENNINGHAM ROAD	102	SHELBOURNE ROAD
17	BILL NICHOLSON WAY	60	HIGH ROAD	103	SOMERFORD GROVE
18	BIRKBECK ROAD	61	INGLETON ROAD	104	ST PAULS ROAD
19	BLAYDON CLOSE	62	JAMES PLACE	105	SUTHERLAND ROAD
20	BRADFORD CLS	63	JELlicoe ROAD	106	TARIFF ROAD
21	BRANTWOOD ROAD	64	KING STREET	107	TAYLOR CLOSE
22	BRERETON ROAD	65	KING'S ROAD	108	TEBWORTH ROAD
23	BROMLEY ROAD	66	LABURNUM AVENUE	109	TENTERDEN ROAD
24	BRUCE CASTLE ROAD	67	LAMFORD CLOSE	110	THORNLEY CLOSE
25	BRUNSWICK SQUARE	68	LANCASTER CLOSE	111	TRAFALGAR AVENUE
26	CAMPBELL ROAD	69	LANSDOWNE ROAD	112	TRULOCK ROAD
27	CARRICK GARDENS	70	LARKSPUR CLOSE	113	VICARAGE ROAD
28	CASTLEFORD CLOSE	71	LORDSHIP LANE	114	WARKWORTH ROAD
29	CAVELL ROAD	72	LOVE LANE	115	WAVERLEY ROAD
30	CEDAR ROAD	73	MANOR ROAD	116	WEIR HALL ROAD
31	CEMETERY ROAD	74	MARSHALL ROAD	117	WEST ROAD
32	CHALGROVE ROAD	75	MERIDIAN WALK	118	WHITBREAD CLOSE
33	CHURCH LANE	76	MORPETH WALK	119	WHITE HART LANE
34	CHURCH ROAD	77	MOSELLE PLACE	120	WHITEHALL STREET
35	COLLEGE PARK ROAD	78	MOSELLE STREET	121	WILLIAM STREET
36	COLLEGE ROAD	79	NEW ROAD	122	WILLOUGHBY GROVE
37	COMMONWEALTH ROAD	80	NORTHUMBERLAND GROVE	123	WILLOUGHBY LANE
38	CONISTON ROAD	81	NORTHUMBERLAND PARK	124	WILLOUGHBY PARK ROAD
39	COOPERAGE CLOSE	82	NURSERY STREET	125	WORCESTER AVENUE
40	CREIGHTON ROAD	83	OAK AVENUE	126	LAKSPUR CLOSE
41	DALBY CRESCENT	84	OFFORD CLOSE	127	WORSLEY ROAD
42	DENMARK STREET	85	PARK LANE	128	PROSPECT PLACE
43	DEVONSHIRE HILL LANE	86	PARK LANE CLOSE		

APPENDIX II

List of issues Raised during Statutory Consultation

List of issues Raised during Statutory Consultation

Issues raised by the Tottenham Hotspurs Supporters Trust*

- Existing transport infrastructure can not cope with the influx of fans on Match Days. *
- Fans generate income for the economy. They shouldn't be penalised. *
- Parking will only be displaced to another area.
- The club is integral to the community and contributes to the area massively. *
- Blue badge holders should be exempt from the proposed parking restrictions.
- It will take me longer to walk from my car to area around the ground meaning less time in the immediate areas to contribute revenue to the local economy.
- Travelling via public transport from where I live is not an option. *
- The Club/Council do not seem to be offering any alternatives to park.
- The old and other vulnerable groups may experience some difficulty walking to the stadium if the proposed parking zone is implemented. *

Summary of additional issues raised during Statutory Consultation

From within the proposed Area

It is felt that residents shouldn't have to pay for short stay vouchers for their visitors.

From outside the proposed area within London

Public transport is not wholly adequate.

From outside London

Park and ride schemes should be investigated to facilitate supporters from outside London.

Appendix III - Statutory Consultation Documents

Environmental Services

**River Park House
1st floor (South)
225 High Road
Wood Green
London N22 8HQ**

**Our Ref. Spurs Match
Day**

Haringey Council
Direct Line: 0208 489 1325 Fax: 0208 489 1251

**This matter is being
dealt with by Vincent
Valerio**

Date: 27 October 2005

Dear Resident/trader,

STATUTORY CONSULTATION

Proposed Tottenham Hotspurs Match Day Controlled Parking Zone

Haringey Council carried out a consultation in April 2005 to seek residents and traders views on the Council's proposals for Match day parking. The feedback from this consultation showed there was strong support for the scheme.

The current proposals are for the introduction of parking controls on Match Days to prioritise parking for residents. The hours of operation will be Monday to Friday between 5:00pm - 8:30pm and on Saturday, Sunday and Bank Holidays, between 12 noon - 4:30pm. The controls will only be in operation on Match Days. At all other times existing parking restrictions will be enforced as usual.

Remember the Council will provide Match day permits to residents and local businesses free of charge. Further Information on how to obtain permits will be provided before the scheme is introduced.

This letter is to advise you that in order to implement the scheme we are required to carry out Statutory Consultation.

Statutory Consultation is the legal part of the process and takes the form of a Public Notice, which is published in the local press setting out the Council's intention to implement parking controls in a specified area.

The Notice has a 21-day Statutory Consultation period that will commence on the 27 October 2005. This allows all interested parties an opportunity to support or object to the proposals.

The Public Notice will be published during the week commencing 27 October 2005 in The London Gazette and The Tottenham Journal. We will also be posting the Notice at various visible locations within the area.

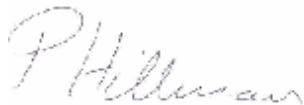
Should you wish to make comment regarding the proposed scheme please write to:

The Traffic and Road Safety Group
River Park House
1st floor (south),
225 High Road
N22 8HQ

The closing date for any comments is the 17 November 2005. Should you have any further queries please contact Vincent Valerio on 020-8489-1325 or via email at Vincent.Valerio@haringey.gov.uk

Thank you.

Yours faithfully,

A handwritten signature in cursive script, appearing to read 'P Hillman', written in a light grey or blue ink.

Councillor Peter Hillman -
Executive Member for Environment

Appendix IV

Copy of letter received from Enfield Council

**Mr Alex Constantinides
Head of Highways
London Borough of Haringey
Environmental Services
River Park House
1st Floor South
225, High Road
Wood Green
London N22 8QH**

Reply To: **Mario Lecordier
Traffic and Transportation
Services
PO Box 52, Civic Centre
Silver Street
Enfield EN1 3XD**

Tel: **020 8379 3549**
Fax: **020 8379 3475**
Minicom: **020 8379 4419**
Email: [**mario.lecordier@enfield.gov.uk**](mailto:mario.lecordier@enfield.gov.uk)
My ref:
Your ref:
Date: **13 March 2006**

Dear Alex,

RE: TOTTENHAM HOTSPURS PROPOSED MATCH DAY CONTROLLED PARKING ZONE

I am now in receipt of a copy of your draft Traffic Management Order for the introduction of the above CPZ and write to set out Enfield's concerns with regards to the implementation of this scheme.

The Council was first consulted on these proposals in March 2005. A consultation document and questionnaire together with a covering letter requesting comments by 25th April 2005 was received on 22nd March 2005. A response (copy attached) to this consultation was sent on the 20th April 2005 expressing concerns at the boundary of the CPZ and possible parking displacement into Enfield. The letter also requested additional information, including timescale for proposal development and implementation, before a more comprehensive response could be provided. The additional information requested has to date still not been made available to this Council.

It is therefore with surprise and concern that I learnt that you had concluded the public consultation and had reported the findings to your Executive Member with a recommendation to proceed with the statutory consultation for a match day CPZ. I also note that although consulted, Enfield was not included under Para 6.4 of your report as one of the other organisations consulted nor were the comments made by Enfield Council in the letter of 20th April 2005 included in this report.

My letter of 5th December 2005 (copy attached) further expressed concerns at Enfield not being formally consulted on the Traffic Management Order as required by the Road Traffic Regulation Act 1984.

This Council fully understand the reasons and needs for the CPZ proposals in Haringey and the benefits that this proposal will bring on match days for the residents living within the boundary of the zone. However, there are strong concerns

from Enfield residents, Enfield ward members and Enfield officers alike, at the impact of the scheme on the residents of Enfield living near the boundary of the zone.

This Council therefore strongly object to the implementation of the CPZ. The likely impact of the CPZ on Enfield is unknown at this stage but given that the boundary of the CPZ terminates at the borough boundary with Enfield it is highly likely that parking displacement would inevitably take place. This Council is of the view that the residents of Enfield immediately affected by the proposals should be protected from the impact of the scheme.

The Council would be prepared to reconsider its position and withdraw its objection if the scheme were revised to include a degree of protection for the residents of Enfield most likely affected by the proposals. This could be achieved if Haringey provided guarantees that the impact of the Zone will be monitored within 3 months of implementation and that they would fund any measures required to mitigate the adverse effect upon roads in Enfield.

I would be happy to meet with you or your officers in the near future to discuss a way forward that would satisfy the needs of both authorities.

Yours Sincerely,

Glyn Jones
Head of Traffic and Transportation Services

c.c

Councillors: Costello, Anolue, Constantinides – Upper Edmonton Ward.

