

Agenda item:

[No.]

Cabinet

On 22 March 2011

Report Title: **Feedback from reviews of the Finsbury Park and Finsbury Park A CPZs**

Forward Plan reference number (if applicable):

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

NB 11th March 11

Wards(s) affected: **Stroud Green**

Report for: **Key decision**

1. Purpose

- 1.1 To report the feedback received during informal consultation for a review of the Finsbury Park and Finsbury Park A CPZs.
- 1.2 To seek approval to proceed with the recommendations as set out in section 3 of this report.

2. Introduction by Cabinet Member

- 2.1 After a series of discussions between Neighbourhoods, Sustainable Transport and ward councillor's regarding parking issues in the Stroud Green ward, it was agreed to review the existing Finsbury Park CPZs to determine if the zones were meeting the needs of the local community. A number of uncontrolled roads to the north and east of the existing zones have also been included in the review process to determine if parking issues exist in these areas and if their residents would support the introduction of parking controls.
- 2.2 This report provides analysis of the feedback received and officer's recommendations on the way forward.

3. Recommendations

- 3.1 Note the feedback from the consultation and additional comments set out in this report.
- 3.2 Authorise officers to proceed to statutory notification for the creation of a new CPZ operating Monday – Friday between 12 noon and 2:00pm. The new zone will incorporate the existing Finsbury Park 'A' CPZ and the following roads.
 - Stapleton Hall Road (between Oakfield Road and Mount View Road)
 - Elyne Road
 - Addington Road
 - Quernmore Road

	<ul style="list-style-type: none"> • Mount View Road • Ridge Road • Albany Road • Ferme Park Road • Granville Road • Oakfield Road
3.3	<p>Authorise officers to proceed to statutory notification for the creation of three sub zones within the existing Finsbury Park CPZ. The zones will operate at the existing hours, Monday – Saturday, 8.30am – 6.30pm and 12pm – 4.30pm on Sundays and bank holidays on match days and event days. The recommendation is designed to eliminate inter-commuting parking issues within the zones.</p> <p>The three zones will be split as follows:</p> <p>Finsbury Park: Woodstock Road, Perth Road, Ennis Road, Oxford Road</p> <p>Finsbury Park B: Connaught Road, Dagmar Road, Oakfield Road, Cornwall Road, Carlton Road, Beatrice Road, Lancaster Road, Upper Tollington Park (between Oakfield Road and half-way between its junctions with Lancaster Road and Florence Road), Scarborough Road and Carlisle Road.</p> <p>Finsbury Park C: Stapleton Hall Road (between Stroud Green Road and Lancaster Road), Mount Pleasant Crescent, Albert Road, Lorne Road, Marquis Road, Osborne Road, Upper Tollington Park (between Stroud Green Road and half-way between its junctions with Lancaster Road and Florence Road), Florence Road, Victoria Road, Victoria Terrace.</p>
3.4	<p>Authorise officers to modify / relocate business, pay and display, and shared use bays within the Finsbury Park CPZ to better meet the needs of the local community.</p>
3.5	<p>Authorise officers to inform all residents/traders of the original consultation of the council's decision.</p>
	<p>Report Authorised by: Niall Bolger, Director of Urban Environment</p>
	<p>Contact Officer: Tony Kennedy, Group Manager, Transport Policy and Projects. 020 8489 1765</p>
4.	<p>Chief Financial Officer Comments</p>
4.1	<p>The proposals in this report will extend the Finsbury Park CPZ area. The estimated costs of implementing the measures set out in this report are approximately £180k and will be met from 2011-12 Parking Plan capital allocation of £600k. The projected net additional income from extending the CPZ is £66k per annum which is fully reflected in the 2011-12 service budget.</p>
5.	<p>Head of Legal Services Comments</p>
5.1	<p>The Council has power to introduce new CPZs or vary existing ones via Traffic Management Order, under sections 6, 45, 46, 122 and 124 and schedules 1 and 9</p>

of the Road Traffic Regulation Act (“RTRA”) 1984. This report recommends that the Council proceed to the necessary statutory consultation procedures pursuant to the RTRA 1984 and the Local Authorities Traffic Orders (Procedure)(England and Wales) Regulations 1996. All properly made objections received during consultation must be duly considered in the light of administrative law principles, Human Rights law and the relevant statutory powers.

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.

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. 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 Local Implementation Plan (LIP) is a borough wide transport strategy that details how the council’s transport objectives contribute towards the implementation of key priorities set within the Mayor’s Transport Strategy (MTS) and additionally reflects the transport needs and aspirations of people in Haringey.
- 7.2 Local parking policy is an important demand management tool in controlling local congestion and influencing choice of transport. CPZs are one of several parking policies which can be used to influence travel behaviour. By prioritising parking for residents they

can ease local parking pressures, reduce traffic congestion, improve road safety and encourage the use of more sustainable forms of transport.

7.3 The recommendations set out in this report assist with the following LIP objectives:

- Reduce Haringey's CO2 emissions from transport through smarter travel measures to reduce car use and encourage the use of low carbon transport alternatives, to ensure the transport sector makes the necessary contribution to achieving a 40% carbon reduction by 2020 and a 60% reduction by 2025.
- Improve air quality within the borough through initiatives to reduce and mitigate the effects of pollutant emissions from road and diesel operated rail transport.
- Reduce the number of people killed and seriously injured on Haringey's transport network and reduce the number of casualties among vulnerable road users.
- Facilitate an increase in walking and cycling to improve health and wellbeing of Haringey's residents

8. Equalities and environmental Implications

8.1 The consultation documents were distributed to households / businesses within an agreed consultation area.

8.2 The consultation document included a section offering translation into minority languages.

9. Consultation process

9.1 Prior to entering into consultation with the wider community a Focus Group, chaired by the Cabinet Member and attended by council officers, Stroud Green Ward Councillors and local resident/business representatives was arranged to discuss parking issues and agree the format for consultation. The local representatives were identified through Neighbourhoods and details provided by the Ward Councillors. The meeting took place on the 14 September. Officers noted the issues identified at the Focus Group and agreed to take them into consideration along with feedback received during the review process with the wider community. See Appendix I for a copy of the minutes.

9.2 Consultation documents consisting of background information, location plan, a pre-paid cut-out questionnaire and a translation sheet were delivered by an independent distributor to all households within the agreed consultation area. Consultation commenced on the 25 November 2010 with an initial closing date of 17 December 2010. This period was however extended to the 7 January 2011 to compensate for postal delays reported by the Royal Mail as a result of the inclement weather. See Appendix II for a copy of the consultation document.

9.3 The consultation process involved sending questionnaires to residents in the existing Finsbury Park CPZs to determine how the current zones were working and identify if changes should be considered. A different consultation document was sent to residents in an agreed area to the north and east of the CPZs to ascertain if these roads suffered parking stress and if residents/business would support the introduction of controlled parking.

9.4 Feedback received

9.5 Consultation documents were sent to 4,200 addresses within the existing Finsbury Park and Finsbury Park 'A' CPZs. We received 288 responses, which represents a 7% response rate.

- 9.6 A further 2,100 documents were sent to addresses within the possible extension area. We received 332 responses, which represents a 16% response rate.
- 9.7 **Existing CPZ areas**
- 9.8 **Operational Hours** The current operational hours of the Finsbury Park CPZ are Monday – Saturday, 8.30am – 6.30pm and 12pm – 4.30pm on Sundays and bank holidays on match and event days. When analysed 48% of respondents in the Finsbury Park CPZ were satisfied with the operational hours of the CPZ, with the greatest support coming from roads closest to bus and tube stations.
- 9.9 The respondents who were not satisfied with the operational hours in the Finsbury Park CPZ appear to be evenly spread throughout the CPZ. The single largest number (27%) preferred controls to operate for 2 hours a day while 16% of respondents preferred “other” operational hours. The majority of those who preferred “other” operational hours would like to see the CPZ operate for far fewer hours than it currently does. A further 5% indicated they would prefer the existing controls to be extended to the evening while 3% would like all day controls but would prefer different operational hours to those currently in place.
- 9.10 The current operational hours of the Finsbury Park ‘A’ CPZ are Monday – Friday, 10am – 12noon. When analysed 66% of respondents were satisfied with the operational hours.
- 9.11 The above feedback indicates that the existing operational hours should remain for both zones.
- 9.12 **Operational Days** To the question regarding operational days of the CPZ, 54% of respondents from the Finsbury Park CPZ were satisfied. Of those who were not satisfied, the single largest number (34%) would prefer Monday – Friday controls while 8% would prefer controls to operate all week
- 9.13 In total, 65% of respondents from the Finsbury Park A CPZ were satisfied with the operating days. A further 19% preferred controls to operate Monday to Saturday while 8% preferred controls to operate all week.
- 9.14 The above feedback indicates that the existing operational days should remain for both zones.
- 9.15 **Match Day Controls** Match day controls operate in the Finsbury Park CPZ only. In total 55% of respondents were satisfied with the hours while 5% thought they needed to operate for a longer time. A closer look at the figures shows that there was at least one response from every road in the Finsbury Park CPZ (apart from Perth Road and Ennis Road) that thought match day controls were not needed. There were only 2 roads (Stapleton Hall Road and Dagmar Road) where a majority felt that match days controls were not needed at all. On consideration, no changes should be made to the existing match day controls as a majority were satisfied with the current arrangement. We have also discussed this issue with officers from Islington who are happy with the current arrangement for roads in their borough.
- 9.16 **Allocation of Bays** In response to the question of whether there are enough residents’ bays in the Finsbury Park CPZ, 85% of respondents said there were. However, in Ennis Road only 17% (1 out of 6 responses) thought there were enough residents’ bays. In Woodstock Road, the figure was 50% (6 out of 12 responses).
- 9.17 Respondents from Ennis, Woodstock, Perth and Oxford roads, highlighted concerns with inter-commuter parking issues. This was due to residents of the CPZ, in roads further

away from the transport facilities, using the above roads to park closer to the transport facilities and so placing greater parking pressures on these roads. Further concerns identified as providing parking pressures for these roads was the provision of too many pay and display facilities and the issuing of too many essential user service permits for the teachers of Stroud Green Primary School. These views had also been expressed during the Focus Group meeting and previous resident correspondence.

- 9.18 It is recommended to review the provision of pay and display parking in these roads and consider distribution to be more evenly spread along the roads in close proximity to Stroud Green Road. With regards to essential user permits, the Council currently support schools by allowing their staff who are involved in delivering the school curriculum to purchase essential parking permits. Those schools will also have developed a school travel plan which sets out their intentions in terms of sustainable transport. Any essential permits issued are normally restricted to one or two roads near the school. The areas where the essential permit holder may be permitted to park will be investigated to seek a solution to the parking pressure identified during this consultation process.
- 9.19 In the Finsbury Park 'A' CPZ 81% of respondents thought there were an adequate number of bays for residents.
- 9.20 In total 83% of respondents from the Finsbury Park CPZ thought there were enough business bays in the Finsbury Park CPZ. However, only 33% (2 out of 6) of the responses from Stroud Green Road indicated there was adequate provision for businesses. This is not surprising as Stroud Green Road is a busy commercial road that straddles both Haringey and Islington. All business bays catering for the traders in the Haringey part of Stroud Green Road are located in the side streets just off Stroud Green Road. Further analysis of the business permits indicates that 20 permits have been purchased over the past 2 years and the total business parking facilities in the area can accommodate for approximately 48 vehicles. This is made up of 18 business permits bays only and the remainder as shared use bays. It is not therefore our intention to consider further business parking facilities within the zone.
- 9.21 In the Finsbury Park 'A' CPZ 78% thought there were sufficient business bays.
- 9.22 All returned consultation documents are available for public inspection by contacting the Council's Transport Policy and Projects Group on 020 8489 1326. See Appendix III for a road by road breakdown of the responses received.
- 9.23 **Surrounding area**
- 9.24 To question 7 of the consultation document: Do you think there is a need for parking controls in your street? The response for the whole of the consultation area was as follows:
- 66% (218) Yes
 - 34% (114) No
- 9.25 To question 8 of the consultation document: If you answered 'no' to the last question but found that most residents in neighbouring streets said there was a need, would you then want your road to have parking controls? Those who responded "no" to question 7 the feedback was as follows:
- 14% (16) Yes
 - 75% (84) No
 - 11% (12) Don't Know

- 9.26 To question 10 of the consultation document: If parking controls were introduced, what times of the day would you like to see? The response was as follows:
- 18% (54) All day (e.g. 0800 - 1830)
 - 13% (39) All day plus evening
 - 69% (211) Shorter period (e.g. 2 hours)
- 9.27 To question 9 of the consultation document: If parking controls were introduced, what times of the day would you like to see? The response was as follows
- 74% (226) Monday - Friday
 - 9% (27) Monday - Saturday
 - 13% (51) Seven days a week
- 9.28 Overall, the feedback indicates that the majority of those who responded from the surrounding area support the introduction of parking controls to operate from Monday to Friday for a period of 2 hours.
- 9.29 A further Focus Group meeting was arranged for the 15 March where officers reported the feedback received during the review process and their draft recommendations for the way forward. See Appendix I for a copy of the minutes.

10. Background

- 10.1 Since the extension of Finsbury Park CPZ in 2007 a number of residents/traders have highlighted concerns with displacement parking to roads just outside of the zones. We have also received correspondence from residents of the existing zones highlighting operational issues.
- 10.2 In April 2010 officers of Sustainable Transport met with ward councillors from Stroud Green and Crouch End. The objective of the meeting was to discuss parking issues in these wards and agree a holistic approach to addressing the issues.
- 10.3 The above meeting resulted in agreement to review the Finsbury Park and Finsbury Park A CPZs as part of our 2010/11 parking programme. Any measures identified will be delivered in 2011/12.

11. Summary

- 11.1 **Uncontrolled roads** It is evident that there is support for parking controls in all the roads consulted. If Chettle Court (an estate managed by Homes for Haringey with some private parking) is excluded then all roads in the consultation area showed support for parking controls. The preferred operational times suggested by a majority of residents who responded to consultation is Monday to Friday for a period of 2 hours. Please see Appendix III for a full breakdown of the figures.
- 11.2 **Finsbury Park A** The feedback from respondents of the Finsbury Park A CPZ indicates they are satisfied with the current arrangements. However, if as recommended, this area is to be incorporated into a new CPZ to include the uncontrolled roads consulted, consideration will need to be given to changing the operational hours to enable efficient enforcement.
- 11.3 There are a number of two hour zones currently operational between 10am-noon in the Highgate and Crouch End area. Further zones with the same operational hours will place

pressure on the Council's Enforcement team to effectively enforce the zones. It is therefore advised that the new zone should operate during the hours of noon-2pm.

- 11.4 **Finsbury Park** The feedback from the existing Finsbury Park CPZ indicates that respondents are generally satisfied with the current operational hours and days of the zone. Although there is some support for a reduction in the current operating hours it is insufficient for further consideration at this time.
- 11.5 There are however issues related to inter-commuter parking and the allocation of bays that needs to be addressed as part of this review. This can be achieved through the consideration of new zone boundaries and a review of the existing business, pay and display and shared use bays. The zone boundaries will split the existing Finsbury Park CPZ into three sub-zones with permit parking confined to roads within each sub zone. This will prevent the identified inter-commuting parking issues. The operation hours of the sub zones will remain the same Monday – Saturday, 8.30am – 6.30pm and 12pm – 4.30pm on Sundays and bank holidays on match and event days.
- 11.6 A reverend of the Stroud Green Baptist Church relayed his views about the consultation process to the Council through his ward councillor. The reverend would like to see the match day controls scrapped. The feedback as summarised in this report suggests that residents would prefer the controls to stay. As a majority would like to retain the controls we would recommend they are maintained.

12. Implementation

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

• Prepare Statutory Notification documents	March 2011
• Statutory Notification period	April / May 2011
• Write report of feedback from Statutory Notification	June 2011
• Delegated Approval	July 2011
• Prepare Works Notices	July 2011
• Introduce works on site	August / September 2011
• Go Live	September 2011

- 12.2 The above dates are subject to addressing any representations received during the statutory notification process.

13. Use of Appendices / Tables / Photographs

Appendix I	Minutes of meetings
Appendix II	Consultation document
Appendix III	Analysis of feedback
Appendix IV	Plan of proposed new CPZs