



Haringey Council

Briefing for:	Environment & Housing Scrutiny Panel, 8 th January 2013
Title:	The Council's approach to Controlled Parking Zones.
Purpose of briefing:	To provide background information on the Council's approach to Controlled Parking Zones in Haringey.
Lead Officer(s):	Ann Cunningham, Head of Traffic Management Martin Bradford, Scrutiny Officer

1. Introduction

- 1.1 The following report outlines the Council's approach to Controlled Parking Zones which is being considered by the Environment and Housing Scrutiny Panel as part of its work programme for 2012/13. This report will contribute the work of the scrutiny panel in assessing the strategic parking issues ahead of the Tottenham Hotspur redevelopment.
- 1.2 The report provides an overview of controlled parking zones in Haringey and covers the following areas:
- Policy context;
 - Controlled Parking Zones;
 - Controlled Parking Zones in Haringey (distribution, hours of operation, authorisation, extension, fast track policy, permits, implementation and operational costs, enforcement, current issues and future challenges);
 - Haringey Transport Commission;

2. Background policy context

- 2.1 Both nationally and locally demand for road space is increasing and transport authorities need to develop policies which meet the often conflicting needs of different road users (e.g. car users, cyclists, public transport). In addition, policy objectives also have to give regard to wider environmental objectives such as the need to reduce carbon emissions and limit air pollution.
- 2.2 Demand for road space remains strong, particularly in urban areas where there is a high population density. Despite the growth of developed public transportation systems car ownership in urban areas has not diminished, particularly in London. Thus while national figures indicate that the proportion of households not owning a

car has fallen, in London, the proportion of households that do not own a car has remained almost constant at around 40 percent since the mid-1980s.¹

- 2.3 More locally, the proportion of households in Haringey that do not own a car (53%) is similar to that of other inner London boroughs. However, the proportion of households that own two or more cars in Haringey (11%) is the highest when compared among all other inner London boroughs.
- 2.4 Although parking controls are tools to help manage demand for car usage, they are also part of a wider strategy to improve road safety and to make the road network a more pleasant environment for all road users. The aim of parking controls can be summarised as thus, to:
- ease congestion and improve public transport;
 - maintain safety of all road users (including pedestrians);
 - contribute to the social and economic sustainability of local town centres by improving accessibility;
 - ensure limited parking capacity is available to those who need it;
 - support initiatives to meet environmental targets.
- 2.5 Local transport policy is set out in the Local Implementation Plan (LIP). Guided by national and regional transport plans, such as the Mayors Transport Strategy, the LIP describes how the Council will meet the transport needs of local residents and businesses. It provides details of local transport objectives and how these will be implemented by the Council.
- 2.6 Contained within the LIP is the Parking and Enforcement Plan (PEP), which provides the policy framework that guides and informs the Council’s parking management activities. The PEP has a number of strategic objectives, including to:
- Reduce the need to travel especially by car and encourage sustainable travel;
 - Manage traffic levels to help reduce congestion and improve the environment;
 - Develop an efficient and effective transport system to promote regeneration;
 - Promote social and economic revitalisation of local town centres;
 - Support borough initiatives to improve air quality.
- 2.7 A number of specific parking objectives are contained within the PEP, which are summarised below.

The Council will:	By:
Meet the needs of all road users	<ul style="list-style-type: none"> ▪ Managing overall parking supply and allocate space based on needs and priorities ▪ Support parking and loading requirements of businesses ▪ Support safe and efficient operation of public transport
Support effective parking management	<ul style="list-style-type: none"> ▪ Coordinate management of on and off-street parking and ensure a comprehensive and complimentary approach ▪ Allocate permits based on transparent principles and in accordance with hierarchy of parking need
Improve sustainable access	<ul style="list-style-type: none"> ▪ Seek the provision of cycle parking in new developments ▪ Provide secure cycle parking in high demand areas

¹ Transport for London Travel in London Key trends and developments Report number 1

	<ul style="list-style-type: none"> ▪ Ensure that parking management is supportive of sustainable travel initiatives
Meet environmental objectives	<ul style="list-style-type: none"> ▪ Supports local environmental improvements

2.8 Following a reorganisation in 2011/12, all road and parking services have merged within a new Traffic Management Service within the Council. This new service ensures that the Council can effectively manage and coordinate the different activities that impact on vehicle and pedestrian traffic in the borough. The Traffic Management Service includes:

- Consultation, design and implementation of parking controls including CPZs
- Installation and maintenance of pay & display machines,
- Management of CCTV service – community safety surveillance and traffic enforcement
- Car park management and maintenance
- Traffic and parking enforcement and associated services i.e. suspensions, parking permits, representations and appeals
- Coordinating street works (including the London Permit Scheme)²
- Concessionary travel

(N.B A full organisational chart is contained in appendix E)

3. Controlled Parking Zones

3.1 A controlled parking zone (CPZ) is defined in Regulation 4 of the Traffic Signs Regulations and General Directions 2002, which in effect, is an area where kerbside parking is controlled. Parking may be controlled by the use of designated spaces for parking and loading as well as yellow lines for waiting and/or loading, each of which may have operational restrictions.

3.2 CPZs are generally introduced on roads where local residents have problems parking near their homes. These local parking pressures may be as a result of non-residents' vehicles being parked often for long periods of time as they visit a local attraction. Some common attractors which create local parking pressures include rail/tube stations, local town centres or local leisure services.

3.3 CPZs are an effective way of managing parking demand and are widely used by local authorities. The benefits of controlled parking may include:

- Improved safety, with better visibility at junctions;
- easier access for emergency services, delivery and removal vans;
- reduced traffic and pollution;
- reduced visual impact of cars on the street environment.

3.4 All on-street parking in a CPZ is controlled during the times shown on the zone entry plates (signs which are put up at all entry points into the zone). Parking is not allowed in parking bays during the operational hours of the CPZ without a valid permit. Kerbside space not covered by a parking bay are generally subject to single

² The issue and monitoring of permits for street works to minimise disruption.

yellow line controls which apply during the controlled hours of the zone unless otherwise indicated on the signs. Double yellow lines are often installed at key points within a CPZ, such as around junctions, and these indicate a 24-hour parking prohibition.

- 3.5 Parking bays can either be permit holder bays, “Pay & Display” bays or shared use (permit & “pay & display”) bays and the operational hours of CPZ is displayed is on the signs associated with those bays. Residents can generally purchase permits if they, or their visitors, wish to park in the designated bays during the operational times of a CPZ. □ Parking permits are only issued to eligible residents and businesses within a CPZ. Those with a disability (i.e. Blue Badge holders) can generally park their vehicle for free and without time limit in a permit holders bay provided that a valid Blue Badge is displayed.

4. Controlled Parking Zones in Haringey

Distribution

- 4.1 There are currently 16 CPZ areas in Haringey. These are predominantly in south and central parts of the borough and reflect the need to develop parking controls as a result of local attractors such as shopping centres (e.g. Wood Green or Crouch End) rail/tube stations (e.g. Bounds Green or Seven Sisters) and other local leisure attractions (e.g. Tottenham Hotspur Football Stadium).

- 4.2 A map of all operational CPZs (as of July 2012) is contained in Appendix A.

Hours of operation

- 4.3 The days and times in which individual CPZs operate vary according to the nature of local parking pressures and the needs of local residents. Thus, the central Wood Green CPZ is operational from 8am to 10pm Monday through to Sunday to reflect the significant parking pressures generated by this major shopping and work destination. Conversely, the Tottenham Hotspur CPZ only operates at specific times and days and help to manage local traffic and parking demand on match days.
- 4.4 Other CPZs, such as those around tube or rail stations, may operate for a short period of time on weekdays to deter commuters who may otherwise drive and leave their cars in the vicinity of local stations. A full list of CPZs in Haringey detailing the days and times in which these are in operation are described in Table 1 below.

Table 1 – CPZs in Haringey (days and times of operation)			
CPZ	Days of operation	Time of operation	Pay and display charges (where applicable)
Belmont	Mon-Fri	08.00-18.30	£1.90
Bounds Green	Mon-Fri	10.00-12.00	£1.90
Bruce Grove	Mon-Sat	08.00-18.30	£1.90
Crouch End A	Mon-Fri	10.00-12.00	£3.00
Crouch End B	Mon-Fri	12.00-14.00	£3.00
Finsbury Park Finsbury Par B & C	Mon-Sat Match Days & Park Events Sundays & PH	08:30-18.30 08:30-20:30 12.00-16.00	£1.90
Fortis Green	Mon-Fri	11.00-13.00	N/A
Green Lanes A B B extension	Mon-Sat Mon-Fri Mon-Sat	08.00-18.30 08.00-18.30 08.00-18.30	£3.00
Highgate	Mon-Fri	10.00-12.00	£3.00
Myddleton Road Stop and Shop	Mon-Fri	09.00-18.00	£1.90
Seven Sisters	Mon-Sat	08.00-18.30	£1.90
Stroud Green	Mon-Fri	12.00-14.00	£1.90
Tottenham Hale	Mon-Fri	08.30-18.30	£1.90
Tottenham Hotspur Match day	Mon-Fri Sun & PH	17.00-20.30 12.00-16.30	£1.90*
Wood Green Inner Outer	Mon-Sun Mon-Sat	08.00-22.00 08.00-18.30	£3.00
Woodside	Mon-Fri	08.00-18.30	£1.90

*this pay and display is not specific the Spurs CPZ and supports local businesses through the week.

Authorisation

- 4.5 The Council's approach to CPZ introduction has much improved in recent years and is now far more resident lead. The Council only proceeds to any stage of consultation on the introduction of a CPZ where there is evidence of demand for wider parking controls from an appropriate representation of that local community.
- 4.6 This has resulted in increased dialogue between the Council and residents. This is not only much more customer focused, but with residents fully involved at the earliest stage, schemes now meet their local needs.

- 4.7 In Haringey, there are three phases to the authorisation and implementation of a proposed CPZ:
- Public consultation;
 - Statutory Process;
 - Works on site.
- 4.8 In the *Public Consultation* stage, the Council will consult with local residents and businesses to ascertain the level of support for a proposed CPZ. Focus Group meetings are held to provide part of the governance and consultation necessary to enable Council Officers and the Cabinet Member to respond more quickly to the needs of residents. This is one part of the dialogue between residents, Ward Councillors and officers of the Council. The formal or statutory consultation being the other.
- 4.9 The *Statutory Process* stage is the legal part of the process and is open to any interested party to make a representation regarding the council's proposals.³ As part of the statutory process, a *Traffic Management Order*⁴ is made, which requires that notices are published in the local press and displayed on site to inform of the council's intentions. A statutory period of 21 days is provided for any interested party to make a representation on the proposed scheme. As part of the statutory process, a formal consultation document is delivered to all residents within the proposed CPZ area and other statutory bodies (e.g. Transport for London, fire service, police service, ambulance service) are consulted.
- 4.10 All letters of objection or support received within the 21 day period are considered by the Council as part of the statutory process. There are however, legal requirements about the weight given to various factors when introducing parking controls and the interests of the owners and occupiers of properties on the affected roads. Whilst the council will need to assess the impact of the scheme in relation to safety, impact on local amenities, environmental effects and passage of public service vehicles, particular regard has to be given to:
- the need to maintain the free movement of traffic;
 - the need to maintain reasonable accesses to premises; and
 - the extent to which off-street parking is available in the neighbourhood.
- 4.11 All consultation representations are recorded and compiled within a report. This includes details of the final proposed scheme including any changes which have been made as a result of the consultation. Once the report and scheme recommendations have been approved by the Cabinet Member or relevant Committee, work can begin on site to implement the scheme.
- 4.12 When it has been decided that the scheme should proceed, a notification document is delivered to all properties within the agreed CPZ area notifying them of the council

³ This can include those not directly within the CPZ, but in adjacent areas.

⁴ A Traffic Management Order is a legal document we are required to produce whenever we want to put new parking restrictions in place or amend existing ones.

decision and when *works will start on site*. Work will commence once the following have been completed:

- completion of the Traffic Management Order;
- letting contract to complete specified work (installation); and
- work programming.

4.13 Details of recent and current CPZ applications including consultation documents, works notices and other associated reports are recorded on the Council [parking consultation](#) web pages.

Fast Track Policies

4.14 A fast track process for introducing extensions to existing CPZs was approved in 2008. The new approach allows the Council to be more responsive to the concerns of local residents and reduces the time it would usually take to introduce a CPZ by omitting the public consultation stage and going straight to the statutory consultation stage. Residents that reside in adjacent roads to the CPZ can petition the council for inclusion within the existing CPZ. If there is sufficient evidence of support (a majority of road residents in favour), this will replace the first public consultation stage.

4.15 The full CPZ process would usually take approximately 18 Months. Undertaking an extension via the Fast Track CPZ process will usually reduce the length of this process to 9-months (as the Council would commence at 21-day statutory notification process). The fast track process is contained in Appendix B.

4.16 The council has also adopted the *experimental process* which has further reduced the timeframe for the introduction of a CPZ to approximately 6 months. The experimental process can be applied to both existing and new CPZ schemes. Within the experimental process, the proposed scheme is authorised and introduced after the public consultation process. Here an experimental traffic order of 18 month duration is issued on the following basis:

- 0-6 months, the Council will continue accept all representations from the public
- 6-12 months, a decision is taken and amendments made where possible,
- 12-18 months, the experiment continues then run for a further 6 month, and if all agreed, the order is made permanent before the 18 month period is up.

Residents parking permits

4.17 Individual residents who live in a CPZ area may apply for a resident parking permit. To obtain a resident parking permit residents must be aged 18 years or over, be the registered owner (or keeper) of the car and have a valid tax certificate. Individual parking permits are not transferable, and relate to corresponding vehicle cited on the permit.

4.18 The cost of a resident parking permit is based on the CO2 emissions if the vehicle was registered on or after 23rd March 2001. Permit costs for vehicles registered before this date are based on the engine size. A summary of relevant costs for these two schemes is summarised below.

Vehicles registered on or after 23rd March 2001		
CO₂ Emission Band	First Permit (Annual)	Second and Subsequent Permit per Household
(up to 100 CO ₂ g/km - including electric vehicles)	£20.60	£20.60
(101-150 CO ₂ g/km)	£51.50	£82.40
(151-185 CO ₂ g/km)	£103	£133.90
(186 CO ₂ g/km and over)	£154.50	£206

Vehicles registered before 23rd March 2001		
Engine Size	First Permit (Annual)	Second and Subsequent Permit per Household
1549cc or less	£51.50	£82.40
1550cc to 3000cc	£103	£133.90
3001cc and above	£154.50	£206

4.19 Full details of all residents parking permits and associated costs are contained in Appendix C.

Costs of CPZs

4.20 There are a number of *implementation costs* which are associated with the implementation of a CPZ which include:

- Consultation with local residents (two and possibly three rounds);
- Notice distribution to all households in the proposed parking zone;
- Physical implementation;
 - Signage
 - Pay and Display machines
 - Bay marking
- Staff fees.

4.21 The total cost of implementing a CPZ varies in relation to the size of the prospective CPZ and the number of streets included within the area designated for parking control (for example, the size of the CPZ will determine the scale of the consultation required, and the amount of signage needed). It has been estimated that implementation costs per street is approximately £4k.

4.22 There are also a number of operational costs associated with the operation of CPZ which include:

- Physical maintenance;
- Civil Enforcement Officers (CEO).
- Increased back office costs arising from higher volume transactions ie permits sales, representations and appeals

4.23 The following financial data is taken from the implementation of a recent CPZ (extension) in Crouch End, which provides an overview of the set up and running cost of a CPZ:

Implementation Cost	£155k
Operational Costs	£151.9k
Estimated annual revenue	£222k
Payback of set up costs	2.2 years

4.24 CPZs are funded through the Capital Budget and other external sources. In 2010/11 the parking service was allocated £600k from the capital programme for the installation of controlled parking. However, in recent years this funding has been substantially reduced, and where currently (2012/13) £150k of capital funding is available.

Enforcement

4.25 The Traffic Management Act (2004) updated traffic enforcement guidelines with the intention to steer local authorities to provide open and fair parking and enforcement policies whilst adopting clear and prescribed guidelines for dealing with parking contraventions. This legislation:

- Established the role of Civil Enforcement Officers (CEO) to replace parking attendants;
- Required local authorities to publish parking policies on line and to provide more details on how to appeal fines;
- Increased time limits for payment of some fines;
- Introduced measures to combat abuse of the Blue Badge⁵ system.

4.26 The Councils code of practice for local parking enforcement is published in the Council website and is contained in appendix D.

4.27 Parking in controlled areas is enforced by Civil Enforcement Officers (CEO). CEOs may enforce parking through on-street patrols, the use of Closed Circuit Television (CCTV) or mobile enforcement units (which also carry CCTV equipment. The current full staffing structure of the Traffic Management Service, including the number of operational CEOs, is detailed in Appendix E. It should be noted that this will be revised due to failure to recruit a Network Compliance Manager.

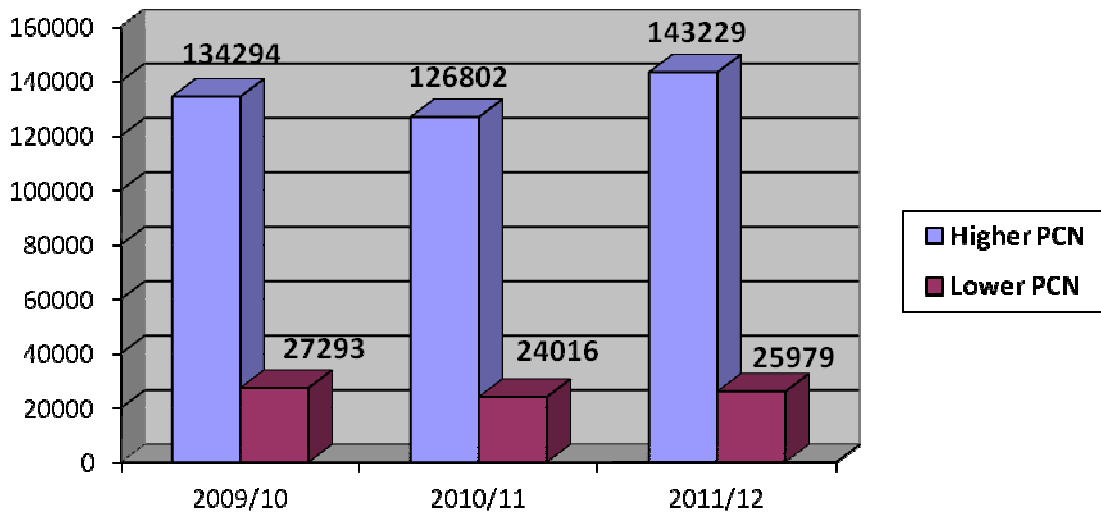
4.28 Cars that do not have a valid permit or voucher during the hours in which a CPZ is in operation can be issued with a Penalty Charge Notice (PCN). The PCN can be served on street which or by post (if this cannot be directly served by the CEO). Parking charges are set by London Councils and are staged at two levels depending on the seriousness of the parking contravention. This is summarised in the table below.

⁵ The disability parking scheme.

	More Serious (E.g. parking at bus stop, parking on double yellow lines, parking in a bay without a permit, parking on pedestrian crossing)		Less serious (E.g. parking after the expiry of pay and display, re-parking in same space within set time, parking for longer than permitted, not parking correctly)	
	Full Charge	Discount (paid within 14 days)	Full Charge	Discount (paid within 14 days)
Band A Road (Wood Green CPZ and all bus lanes)	£130	£65	£80	£40
Band B Road (all other parts of the borough)	£110	£55	£60	£30

4.29 In 2011/12, the Council issued 169,208 parking related PCNs, of which 143,229 were for the higher level and 25,979 were for the lower level (Figure 1). Total income derived from all PCNs in 2011/12 (including those for non parking related traffic contraventions) amounted to £7.9 million. Full details of local traffic and parking performance including income, expenditure, parking appeals and network management is contained in the Annual Traffic and parking Enforcement Report (2011/12) which is contained in Appendix F.

Figure 1 – Penalty Charge Notices issued for parking offences in Haringey (2009-2012)



Current issues and future challenges for controlled parking

4.30 The current method of implementation does create displacement of vehicles onto peripheral roads which has a snowball effect. The displacement is created by residents not purchasing a permit for their vehicle, furthermore residents may choose not to purchase a permit for a second and subsequent vehicles as those charges are

incrementally higher than the 1st permit per household. Commuters to the area may continue to park in the area not protected by a CPZ.

- 4.31 The extensive regeneration program underway in Northumberland Park may require a different approach to the introduction of parking controls and consultation has already started with all ward Councillors on our approach to Phase 1 of the Spurs development.
- 4.32 The parking capital program is funded through capital resources, which have reduced significantly in recent years. The current method of implementation is more costly and reduced funding will impact on our ability to respond to Local concerns.

5. Parking and the Haringey Sustainable Transport Commission

- 5.1 The Council set up a transport commission 2011 to advise the council on the policy options for better transport, fairer parking controls and greater investment in streets and transport services. The Commission was made up of 11 members (including local Councillors, Transport for London and local transport groups) and was headed by an external independent academic (Professor Goodwin, University of West of England).
- 5.2 In the course of its work, the Commission heard evidence on a range of parking related issues and from this made a number of conclusions, including the following:
- Resident demand for controlled parking can lead to an incremental growth of CPZ's as neighbouring streets seek to protect themselves from the knock on effects of a newly introduced CPZ
 - CPZ's are a temporary solution to parking pressures as they do not address the general issue of the rising level of car ownership
 - The factors which give rise to parking pressures are dynamic which necessitate the need for periodic updating for controlled parking.
- 5.3 In relation to the development and associated consultation for CPZs, the Commission noted that further clarification may be necessary in respect of:
- the definition of local resident demand;
 - How are businesses consulted in CPZ development;
 - How CPZs fit in with Economic Plans for the borough?
- 5.4 The Commission recommended that a long term (5-10 year) vision for parking policy should be developed which is compatible with the availability of local road space and should include:
- Feasibility of introducing borough wide parking policy as opposed to zone by zone development
 - Restrictions on parking to what can be fitted in available space without undermining other necessary road uses.
- 5.5 In response, the Council confirmed that it would continue with its agreed approach of giving priority to residents that request a CPZ, that is, a needs led approach.

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