

Report Title: **Tottenham Hale Controlled Parking Zone Extension and Stoneleigh Road Pay and Display Scheme - Report of Statutory Consultation**

Forward Plan reference number (if applicable): **To be provided.**

Report of: Andrew Travers, Director of Environmental Services

Wards(s) affected: Tottenham Hale

Report for: Key decision

1. Purpose

- 1.1 To summarise feedback from the Statutory Consultation process carried out in February/March 2006.
- 1.2 To seek approval to implement the extension of the Tottenham Hale Controlled Parking Zone (CPZ) and the Stoneleigh Road pay and display parking scheme, as shown in Appendix I of this report.
- 1.3 To authorise Council Officers to proceed to the making of the necessary Traffic Management Orders (TMO) for the extension of Tottenham Hale CPZ and the introduction of pay and display parking along Stoneleigh Road.

2. Introduction by Executive Member

- 2.1 This report is brought to the Executive to outline feedback from statutory consultation and seek approval to carryout proposed proceedings in order to continue to create a cleaner and greener environment.

3. 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 Authorise Council Officers to make the Traffic Management Order (TMO) and take all the steps necessary for the extension of the Tottenham Hale CPZ and the introduction of the Stoneleigh Road pay and display scheme.
- 3.5 Agree to inform residents of the affected area of the Council's decision by letter.

Report Authorised by: Andrew Travers, Director of Environmental Services

Contact Officer: Tony Kennedy, Group Manager, Traffic & Road Safety

Telephone: 0208 489 1765

4. Director of Finance Comments

- 4.1 The estimated set up costs in 2006/07 for the Tottenham Hale Extension and Stoneleigh Rd pay and display CPZ are £45k including £25k for a section of raised carriageway to provide a safety measure for pedestrians and users. The currently approved 2006/07 budget for the scheme is £20k. The Service is proposing to vire predicted under spends on two other CPZ schemes, Bounds Green (£10k) and Fortis Green (£15k) to balance the budget. The total set up costs for this scheme is £64k, some costs having been already incurred in 2005/06.
- 4.2 A financial appraisal of the proposed extension has been undertaken and indicates a payback period of 1.83 years as summarised below:

	£
Set up and implementation costs	<u>64,000</u>
Annual running costs	15,040
Annual income	49,998
Net income	34,958
Payback of Set up Costs (Years)	<u>1.83</u>

5. Head of Legal Services Comments

- 5.1 The Head of Legal Services has been consulted and comments that the proposal is in accordance with the statutory legal provisions.

6. Local Government (Access to Information) Act 1985

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

- Representations received during the Statutory Consultation period.
- Executive Committee report 22 December 2005.

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

7. Strategic Implications

7.1 The proposal is in accordance with the following objectives:

a) Parking Service Business Action Plan

The introduction of CPZ's, where required, will help create a cleaner, greener environment.

b) Mayor's Transport Strategy

The key priorities of policy 4G.1 are

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

c) Local Implementation Plan (LIP)

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

A summary of PEP Policies are as follows;

- The Council will assess the need for parking controls at junctions.
- The Council will allocate on street kerb space in accordance with the Council's defined hierarchy of parking need.
- The Council will monitor, manage and review on-street pay and display parking to help manage long-stay commuter parking and promote short stay and visitor parking.
- The Council is committed to full consultation on new or extended CPZs.

8. Financial Implications

- 8.1 Recommendations to extend the Tottenham Hale CPZ proposals will be funded from the parking plan programme contained in the capital budget for 2006/07.

9. Legal Implications

- 9.1 The proposal is in accordance with the statutory legal provisions.

10. Equalities Implications

- 10.1 The Statutory Consultation is seeking the views of all residents/businesses of an area.
- 10.2 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.

11. Statutory Consultation and feedback

- 11.1 Statutory Consultation is the legal part of the process and takes the form of a Public Notice, advertised in the local press and on site, setting out the Council's intention to implement parking controls in a specified area. The Notice allows for a consultation period of 21-days for any interested party to make representations regarding the Council's intentions.
- 11.2 A Notice of Intention was published in the London Gazette and the Tottenham Journal on the 9 February 2006. Additionally, notices were placed on lamp columns around the area to inform of the ongoing statutory consultation and provided contact details of the Traffic and Road Safety Group should anyone wish to support or object to the scheme.
- 11.3 Additionally 850 CPZ and 150 Pay and Display statutory consultation documents were distributed to residents and businesses. The documents provided details of the proposed extension and requested that any representations should be made to the Council by 3rd March 2006.
- 11.4 As part of 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 and Haringey Accord.
- 11.5 Interested parties also had the opportunity to view the plans and discuss the proposals in person with Council Officers at the Traffic and Road Safety's office in River Park House.
- 11.6 No letters of objection have been received from the bodies listed in paragraph 11.4 of this report.

11.7 Response to issues raised during Statutory Consultation

11.8 During the 21-day statutory consultation period 4 representations were received. One was from the Tottenham Traders Association (TTA) objecting to the proposals. The remaining 3 representations were objections from residents. No representations were received regarding the Council's Stoneleigh Road proposed Pay and Display scheme. A summary of all the comments can be found in Appendix III of this report.

11.9 Council Officers met with representatives of the TTA on the 7th March 2006 to discuss their objection to the Council's proposal. The TTA raised several issues and their salient points are listed below.

- Tottenham is classified as a deprived area and this will further discourage visitors to the area.
- Can the car parks be used for businesses in the area.
- The charges for parking in the existing Stoneleigh Road car park are too high.
- Business permits for Stoneleigh Road Car Park should be reduced.
- Operational hours of the existing CPZ and proposed extension are too long.
- Employees of businesses should be permitted to park free in the CPZ or at least purchase permits at the same price as residents.

11.10 The Council's response to the TTA's comments is:

- The pay and display proposals will encourage the greater turnover of visitors and prohibit all day parking. Shared use resident/business bays are located along Circular Road and provide sufficient parking availability for business use. Tottenham High Road is however well served by public transport with Seven Sisters Tube Station, Bruce Grove Rail Station and bus routes all located within walking distance.
- The introduction of pay and display parking along Stoneleigh Road and the recent upgrade of Stoneleigh Road Car Park provide short term parking facilities for visitors to the area.
- The Council's Executive at its meeting of the 22 December 2005 approved the operating hours of the proposed extension and is in line with the existing operational hours of the Tottenham Hale CPZ.
- Businesses can apply for business permits provided they meet the criteria set by our Parking Services department. The number of permits available for each business is however limited to essential users only. The cost of business permits is consistent throughout the Borough and any changes to the existing pricing structure would require approval from the Council's Executive.

- It is not the Council's policy to provide concessionary permits for general staff working in the area.
- 11.11 The two residents from outside the proposed extension objections centred around the non inclusion of a road on the periphery of the proposed extension and concerns of parking displacement into nearby roads. The Council's response to these objections is:
- With all CPZs a level of displacement parking may occur on roads on the boundary of the zone. The Council has a rolling programme of reviewing CPZs within the borough and a scheme may be considered for a review if residents and or businesses express a wish for the Council to do so although this will be no sooner than six months.
- 11.12 One resident from within the proposed extension objected to the scheme and raised the following points:
- There is no need for parking controls, the present situation is tolerable.
 - Costs involved with scheme will prove detrimental to residents.
 - Dowsett Road should become a one way road.
- 11.13 The Council's response to this objection is:
- It became evident following the CPZ review in November/December 2004 that the present parking controls are insufficient with general support from the periphery roads for an extension to the existing zone.
 - There is an initial cost of a permit (£25) for the scheme. Visitor vouchers can also be purchased which range in cost depending on the duration of the visitor voucher. A concession is also applied to those who are disabled or over 60.
- 11.14 The Council did not receive any comments relating to the Council's Stoneleigh Road pay and display scheme. It is felt that the pay and display scheme will encourage the greater turnover of vehicles to shopping areas and will maximise existing kerb space not currently being utilised for parking.

12.0 Background

- 12.1 The Council's Executive approved the introduction of the Tottenham Hale CPZ at its meeting of 16 September 2003. The CPZ was implemented in April 2004.
- 12.2 The CPZ was reviewed in November/December 2004 where there was support from the periphery roads for an extension to the zone. The findings of the review were reported to the Council's Executive at its meeting of 25 January 2005, where approval was given by Members to informally consult the following roads where support for a CPZ had been indicated: -
- Buller Road;

- Burbridge Way;
- Carew Road;
- Dowsett Road;
- Kimberley Road;
- Ladysmith Road;
- Mafeking Road; and
- Reed Road.

12.3 The consultation was undertaken in October/November 2005, see Appendix I for layout plan.

12.4 In addition the Council's Executive approved proposals to informally consult residents/businesses regarding the introduction of pay and display parking along Stoneleigh Road. This would be introduced to compliment the upgrading of Stoneleigh Road Car Park and to provide safer pedestrian access between Tottenham High Road and the Circular Road area.

12.5 Based on the feedback from the informal consultation (10% response rate) the majority of respondents (65%) were in favour of the CPZ extension and pay and display parking proposals. The findings of the informal consultation were reported to the Council's Executive at its meeting of 22 December 2005, where approval was given to proceed to Statutory Consultation.

13.0 Conclusion

13.1 The proposed extension of the Tottenham Hale CPZ is generally supported by the residents within the proposed area with the Council receiving a majority in support (65%) for the proposals during the informal stage of Consultation. Concerns were raised during statutory consultation, predominantly by the TTA regarding how the scheme would operate. However, the concerns raised are mainly based around the operational times which were supported when the original scheme was implemented, and the tariffs which are set by the Executive.

13.2 Measures designed to discourage the use of the private car for non-essential journeys will reduce congestion and this will have a positive effect on residents and businesses within the area.

13.3 The proposal is in accordance with the statutory legal provisions.

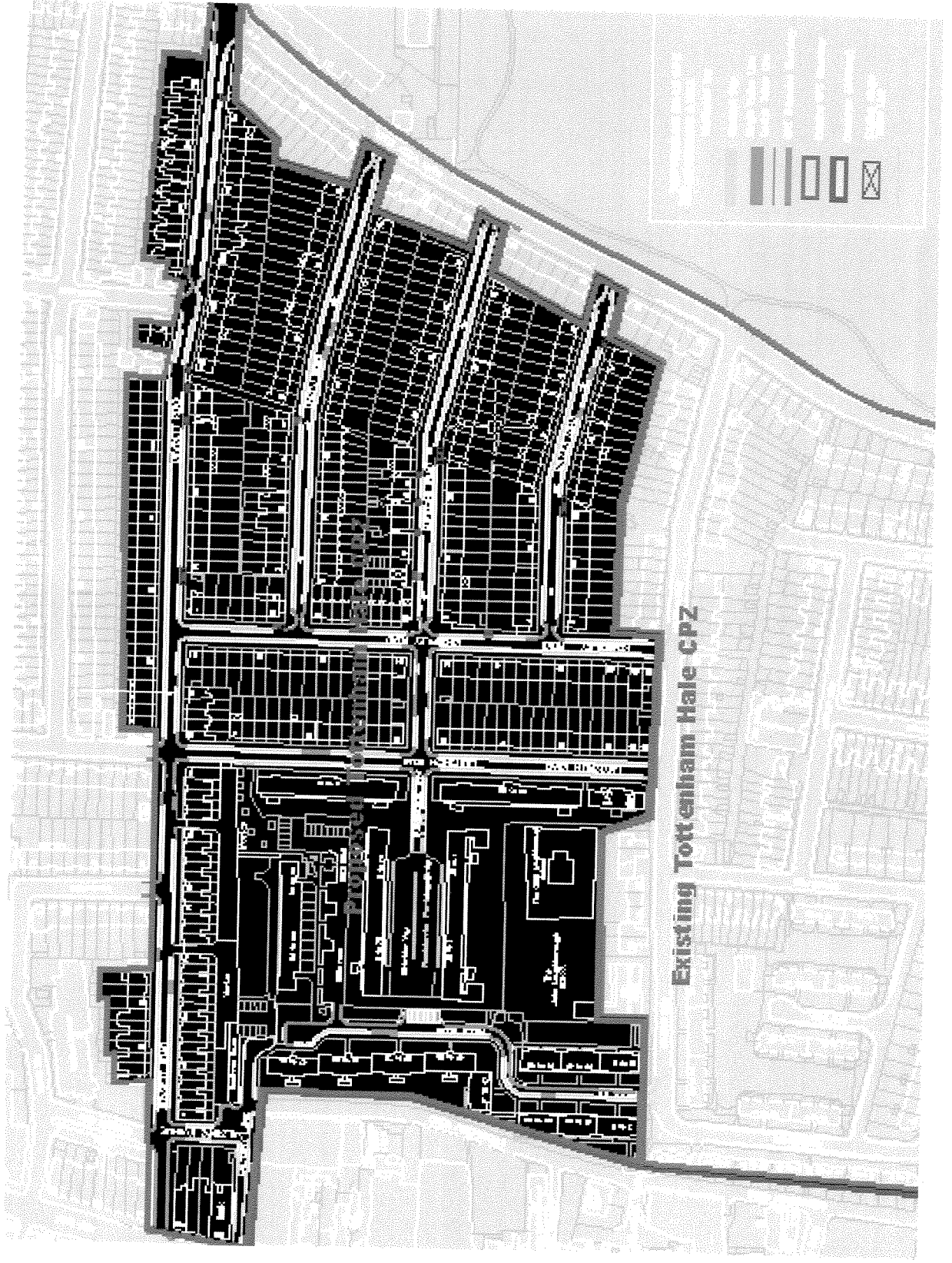
13.4 Given the feedback of Statutory Consultation, as shown in section 11 of this report and taking into account the objections received, officers recommend the extension of the Tottenham Hale CPZ and the implementation of pay and display parking along Stoneleigh Road.

14.0 Use of Appendices.

- Appendix I- Map of Consultation area
- Appendix II- Statutory Consultation Document
- Appendix III- Summary of responses

Appendix 1

Map of Consultation area



Appendix II

Statutory Consultation letter

**Environmental Services
River Park House
1st floor (South)
225 High Road
Wood Green
London N22 4HQ
Minicom:020-8489-1707**

**Haringey Council
Direct Line: 0208 489 1325 Fax: 0208 489 251**

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

Date: 9 February 2006

Dear Resident or Trader,

STATUTORY CONSULTATION

Re: Proposed Extension of the Tottenham Hale Controlled Parking Zone

Following feedback received from consultation carried out in October /November 2005 the Council's Executive, at its meeting of 20 December 2005, approved the extension of the Tottenham Hale Controlled Parking Zone (CPZ) and the introduction of a pay and display scheme for Stoneleigh Road,

This letter is to advise you that the Council will now enter into Statutory Consultation prior to introducing the scheme on site.

Statutory Consultation is the legal part of the process and takes the form of a Public Notice, which is published in the local press and on site 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 9 February 2005. This allows all interested parties a further opportunity to support or object the proposals.

The current proposals are for the introduction of residents only parking bays operational between 8:30am and 6:30pm Mondays to Fridays in all roads as follows:

Buller Road, Burbridge Way, Carew Road, Dowsett Road, Kimberley Road, Ladysmith Road, Mafeking Road and Reed Road.

And the introduction of pay and display parking bays along Stoneleigh Road. 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**

Please forward any comments you may have to us by the 3 March 2006.
If you have any questions, please contact the project officer Vincent Valerio on 0208 489 1325 or via email at Vincent.Valerio@haringey.gov.uk. I thank you in advance for any comments you may have.

Yours faithfully

**Councillor Peter Hillman
Executive Member for Environment**

Appendix III

Summary of comments received during Statutory Consultation

Summary of resident's comments from within the zone.

- There is no need for parking controls, the present situation is tolerable.
- Costs involved with scheme will prove detrimental
- Dowsett Road should become a one way road

Summary of resident's comments from outside the zone.

- Parking will be displaced into nearby roads
- Object to the non-inclusion of Albion Road and Reform Road

Comments from the TTA

1/ CAR PARK C – CAN THIS BE USED TO BENEFIT BUSINESSES ie Special permit rate to encourage Business usage

Traders advised HBC to look at the possibility of using this car park for businesses only. Reduce the yearly permit fee to low cost (currently £120 per year). This would encourage traders to use the car park. This area would need better signage, lighting and increased security measures. Warden Patrol and CCTV would be needed.

2/ CAR PARK A&B – HOW MUCH WILL THIS COST CUSTOMERS IS 35P PER HOUR REASONABLE

Traders stated that customers needed to be attracted into the shopping area. High cost parking fees is a deterrent. Businesses suggested. **1/** One hour parking 35p, or **2/** First half hour free, second half hour 20p. **3/** Card entry/exit system was also raised. Good external signage required to guide users into the car parks. CCTV exists and warden control to monitor security.

3/ ARRANGEMENTS FOR BUSINESS / STAFF PARKING IN CPZ ie between 10 to 4 free parking min stay 2hrs ie Bus I/D in vehicle window ie Free parking in CPZ, no park between 1-2 ie Business parking in CPZ. Free or Fee ?

Agenda Options were discussed. Businesses proposed this option.

Traders requested that Haringey Council should consider allowing Business parking in the existing, and proposed residential CPZ. Businesses would carry a windscreen permit I/D, registered by Haringey. **Commuters** would be deterred, by bringing in warden control during the period 1 – 2pm. (or other time) This option is practised by other councils and appears to work well.

Traders stated that should a yearly permit be required, parity with the residents should be observed (current resident fee £25). Business parking in the CPZ would also release more spaces in car park A&B.

Customers in CPZ: depending on the success of a revamped car park C, visitors to the area could also use the residential CPZ during the day, operating as above. Perhaps a P&D metering would be introduced.

The bottom line was that visitors must be encouraged to come back to the Tottenham High Street.

4/ POTENTIAL LOSS OF FOOTFALL ON TOTTENHAM HIGH ROAD

High Street businesses expressed their fears that the existing CPZ had had an affect of discouraging footfall in to the area. The extension would further erode the present situation. Traders stated that guidelines must be installed within CPZ processes, to protect the ability for businesses to trade alongside CPZ's.

5/ FINANCIAL INSTITUTIONS –

Banks stated that many of their customers, take the time out to divert their journeys to use the financial services on Tottenham High Rd. Whilst on the High street, customers will visit other shops in the area. It was also noted that when the Greengrocer (next Abbey Plc) was closed on Thurs afternoon, footfall decreased alarmingly. All businesses were interdependent in bringing people into the area.

6/ WHAT TIMES / DAYS CPZ TO OPERATE

Haringey Council said that current parking practice operated between 8am to 6.30pm, Mon to Sat. Traders said that the High Street shopping area would benefit from allowing Saturday to be a free parking day. Could Haringey Council try this proposal out as an initiative. Businesses felt that innovative ideas were needed to raise the profile of Tottenham.

7/ TRADERS PARTNERSHIP

Businesses expressed their thanks to Haringey Council regarding the inception of this meeting. The Traders wished to continue being involved in decision making which affects the ability of businesses to trade in the Tottenham High Road area.

Tottenham Traders Association
10/3/06