




Haringey Council

Report for:	Cabinet 15 October 2013	–	Item number	
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Title:	The outcome of public consultation on proposed parking arrangements in North Tottenham
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Report Authorised by:	Lyn Garner, Director of Places and Sustainability. 
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Ward(s) affected: Northumberland Park, White Hart Lane, Tottenham Hale, Bruce Grove	Key
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1. Describe the issue under consideration

- 1.1 The existing Tottenham Hotspur Match-Day Controlled Parking Zone (CPZ) was introduced in February 2009 following consultation with residents, businesses and statutory bodies.
- 1.2 The redevelopment of the stadium and its surrounds is central to the regeneration of Tottenham. The planned development will see the capacity of the stadium increased from 35,000 to 56,000 and will include improvements to the surrounding area.
- 1.3 It was a condition within the original planning consent granted, that match day controls be extended to minimise trip generation and that a non match day CPZ should also be implemented to protect a core area, in and around the High Rd, from the overspill of parking from the superstore on non match days.
- 1.4 The council secured £980K through the Mayor's Regeneration Fund (MRF) to implement those measures, with funding released over two key phases. An allocation of £600k was agreed for Phase 1 of the redevelopment, which includes the

building of up to 300 new homes, a college, a supermarket and other local infrastructure projects. The remaining £380k would be released at Phase 2 of the development, the Stadium build and is conditional on the stadium build commencing by March 2014.

1.5 This report informs Members of the results of the consultation undertaken on proposals to protect the area in advance of the completion of Phase 1 of the development. It seeks approval to proceed to statutory consultation on the implementation of new or revised parking controls as set out in paragraph 3.

2. Cabinet Member introduction

2.1 The major investment and regeneration planned and underway in North Tottenham will transform the area into a major new leisure destination, bringing hundreds of new jobs and homes. However this will significantly increase traffic levels in the area, beyond that currently experienced. It is therefore essential that we manage our road network by putting appropriate traffic management measures in place. Proposals in this report will make it as easy as possible for residents to park near their homes, and will also ensure an adequate supply of short term parking facilities to support shops and also existing and new businesses in the area.

3. Recommendations

3.1 Members are asked to agree the following:

Proposal 1 - The introduction of a stop and shop scheme along the High Rd:

- a) To proceed with statutory consultation on the introduction of a stop and shop scheme with the tariff option set at £1.40 per hour. Please see a map of the relevant area at Appendix II.

Proposal 2 - The introduction of a revised core area CPZ with revised of the Spurs Match Day (SMD) controls:

- a) Proceed to statutory consultation on the introduction of all week parking controls to a revised core area north of Park Lane/Church Road consultation area and bounded by the borough boundary with Enfield to the north, Tariff Road/Worcester Avenue and Park Lane Close to the east and Tenterden Road/Beaufoy Road and the railway line to the west. Please see a map of the relevant area at Appendix II.
- b) That no further work be undertaken to implement proposals for all week CPZ controls in roads south of Park Lane within the area originally consulted on.

Proposal 3 - Revised match day controls outside the core area:

Approve the proposal to move forward to statutory consultation on:

- Revision of the SMD control operational hours to 12 noon to 8pm, Saturdays, Sundays and Bank Holidays.
- Extension of the SMD controls. Please see a map of relevant area at Appendix II.
- Introduction of an allocation of 24 visitor's permits per qualifying household in any rolling 12 month period within the SMD controls at a charge of £2.00 per permit.
- To reduce the emergency corridor restrictions on week days (including bank holidays) to start from 5pm instead of 11am.
- That a phased review of existing SMD permit eligibility be undertaken and that all new or renewed SMD permits be issued for a maximum period of 12 months and be subject to annual renewal thereafter.
- The introduction of an on-street match/event day parking charge to roads where there is no SMD residential parking demand at a bandwidth of between £6 to £10 depending on proximity to the Stadium. Please see a map of the relevant area at Appendix II.

Proposal 4 - The proposed introduction of a CPZ with match/event day controls in the Tower Gardens and Tottenham Hale areas:

Tower Gardens

- a) Approve the proposal to undertake statutory consultation on the introduction of a CPZ with SMD controls in the western side of Tower Gardens as set out in Paragraph 11.6 and 11.10.
- b) For all other roads in the original consultation area it is proposed to undertake statutory consultation on the introduction of match-day only controls.

Tottenham Hale

- a) Approve the proposal to undertake statutory consultation on the introduction of a CPZ with SMD controls in the south western area of the Tottenham Hale consultation area as set out in Paragraphs 11.24.
- b) For all other roads in the original consultation area it is proposed to undertake statutory consultation for the introduction of match-day only controls.

Please see supporting maps at Appendix II shown relevant areas.

4. Other options considered

4.1 No other options were considered. The introduction of parking controls are central to the whole redevelopment of this area. The council has a statutory duty to manage its road network, reduce congestion, improve road safety and minimise road traffic

collisions. The introduction of parking controls also support modal shift strategies and help to protect the local environment.

5. Background information

5.1 The transport impact assessment undertaken at the planning application stage of the Tottenham Hotspur Redevelopment proposals resulted in provisional plans for extended parking controls being developed to inform the planning process.

5.2 The council's transport assessment acknowledged the proposed event-day and non event day Controlled Parking Zone (CPZ) is the most important element in achieving the transport modal split target. Without the proposed event day CPZ the proposed transport strategy cannot be achieved. It was further outlined that in addition to the event day CPZ, the council would require an all week CPZ to ensure that the parking demand generated by the proposal combining a supermarket, offices, and residential development does not overspill onto the local highway network and further increase the existing parking pressures seen in the local area when existing match day restrictions do not apply.

5.3 Those plans formed the basis of a series of discussions with Elected Members from all Wards affected by the proposals, and with residents, community representatives and businesses.

5.4 The Environment and Housing Scrutiny Panel considered the wider traffic management and parking issues in this area to assist the council in responding to current and anticipated traffic pressures resulting from the Tottenham Hotspur Redevelopment. Their recommendations were reflected in the proposals subsequently included in the consultation.

6. Proposals subject to consultation

6.1 The provisional plans developed at the pre-planning application stages were significantly reduced following the initial engagement referred to above.

6.2 This resulted in the following measures being subject to consultation:

- **Proposal 1**- Introduction of a stop and shop along the High Rd, N17.
- **Proposal 2**- Introduction of a core non match day CPZ in the streets immediately in and around the High Rd, N17.
- **Proposal 3**- Extending the existing SMD controls and proposals for match / event day pay and display.

- **Proposal 4-** Introduction of a CPZ in the Tower Gardens area and to the north of the existing Tottenham Hale CPZ.

7. Consultation methodology

7.1 The council was mindful of the challenges that this consultation presented. We were therefore aiming to engage with residents and businesses on the implementation of parking controls to mitigate against the clearly predicted future pressures arising from the redevelopment as opposed to responding to existing pressures. The consultation, through its publications and engagement, sought to provide comprehensive information to residents and businesses, allowing them to make an informed response to proposals.

7.2 An extended consultation period of eight weeks ran between 13 June and 5 August 2013. A total of 12,500 consultation documents were distributed to properties in the area.

7.3 During the consultation period, officers organised and attended a series of drop in sessions and attended other public meetings as set out below:

- The Irish Centre, Pretoria Road, N17 on Wednesday 19 June 2013 between 2pm-8pm.
- Tower Gardens Community Centre, Risley Avenue, N17 on Thursday 20 June 2013 between 2pm-8pm.
- Kemble Hall, Kemble Road, N17 on Wednesday 10 July 2013 between 2pm-8pm.
- Coombes Croft Library, High Rd, N17 8AD, Thursday 11 July 2013 between 1pm-7pm.
- Community Sports Centre 701-703 High Road, 1 August 2013 a pop up consultation event using a trailer display.
- Area Forum meetings were held for West Green & Bruce Grove wards and White Hart Lane and Northumberland Park wards to raise awareness of the proposals and answer any questions from attendees.

7.4 A consultation display was installed at the Coombes Croft Library throughout the consultation period.

7.5 Full consultation information was provided on the Haringey website, along with an option to complete the questionnaire online.

7.6 Due to the initial low response rate, additional engagement was organised in mid July and involved two external organisations distributing additional consultation documents and knocking on doors to raise awareness of the consultation and to encourage residents to give us their views. Staff engaged in that work, sought only to encourage residents to return a completed questionnaire.

7.7 Traffic Management officers at the request of the Headcorn, Tenterden, Beafey and Gretton resident's association (HTBGRA) attended their meeting on 17 July 2013, to listen to residents views and answer questions presented by the community.

7.8 The Tottenham Traders Partnership also requested that the consultation be formally extended to allow more time for their members to make submissions. In response it was agreed that comments received up until the 19 August 2013 would be considered.

8 Results of Consultation Proposal 1 - The introduction of a stop and shop scheme along the High Road

8.1 The council received a total of 341 responses. The breakdown of the response is as follows:

- 144 (42%) supported the proposals
- 177 (52%) opposed the proposals
- 20 (6%) responded with another view

8.2 When the responses were further analysed by category of respondent, the breakdown was:

- 111 (46%) of residents supported and 33 (33%) of business responses supported the proposals
- 117 (48%) of residents opposed and 60 (61%) of business responses opposed the proposals
- In total 20 (6%) provided another view

8.3 Those indicating support for the proposed pay and display arrangements agreed in principle to the introduction of controls, but also felt that the proposed tariff of £1.90 per hour is too high for the area. They also recognise that proposals would help passing customers to park and that the wider business community would benefit from more parking spaces being freed up and were less likely to be occupied all day by local businesses and their employees.

8.4 It is also not unusual for the Council to experience resistance to the introduction of paid for parking arrangements, Officers are however of the view that short term parking arrangements are essential in this area to ensure more frequent turnover of

parking spaces to capture additional passing business from the 19,000 vehicles that pass through the High Road on a daily basis.

8.5 It should be noted that all Pay & Display machines in the borough are set to take proportionate payments, motorists can therefore pay to park for as little as 5 minutes.

8.6 Documented feedback from the recently implemented Hornsey South stop and shop scheme, shows that such arrangements, bring positive benefits to local shops by increasing the space available for passing vehicles to stop.

8.7 The principle objections received were that:

- the proposed pay and display charges were too high for that area
- that some discounted or period of free parking would be beneficial

The councils response to these and other matters raised can be found in Appendix III.

8.8 Whilst a majority of respondents opposed the proposals, it can be seen that there was a level of support for this proposal from both residents and businesses and taking into account the proposed charge of £1.90 per hour. Therefore it is proposed to undertake statutory consultation but at the lowest tariff level available which is £1.40 per hour. Please see a map of the relevant area at appendix II.

9 Results of Consultation Proposal 2- the introduction of a core area CPZ and the revision of the event /match day controls

9.1 The council received a total of 924 responses. The breakdown of the response is as follows:

- 265 (29%) supported the proposals
- 589 (64%) opposed the proposals
- 65 (7%) keep the existing controls
- 5 (less than 1%)didn't provide an answer

9.2 A petition of 46 signatories was received from residents of the Headcorn, Tenterden Beaufoy and Gretton Roads Residents Association (which was outside the original consultation area for Proposal 2) requesting that any core area CPZ be extended to include their roads.

9.3 The principle objections received were that:

- No support for a CPZ
- Unfair to have to pay/Would support if cheaper
- The existing Match- Day controls were adequate

- We already have parking issues – CPZs are a hassle

The councils response to these and other matters raised can be found at Appendix IV.

- 9.4 It should be noted that the detailed analysis of responses when considered on an individual road basis, showed several concentrations of support throughout the area.
- 9.5 Whilst there is no overall majority in the whole area originally consulted on, there is a level of support for all week controls, from properties north of Park Lane and when the signatories who signed the HTBGRA petition are included.
- 9.6 It is anticipated the area surrounding Northumberland Park will bear the main routing of traffic to the supermarket and where those new staff from the establishment of 140 who drive to work, will first try and park.
- 9.7 It is therefore proposed to proceed to statutory consultation on the introduction of all week parking controls to a reduced area that encapsulates those roads, north of Church Road and Park Lane. Please see a map of the relevant area at appendix II.
- 9.8 It should be recognised that taking this course of action will leave the original consultation area south of Park Lane subject to continued uncontrolled parking arrangements. Once parking controls, north of Park Lane and those affecting the Tottenham Hale area as outlined at 11.9 are implemented, residents and businesses in this area are very likely to feel the pressure of displacement parking coming south from the roads, north of Park Lane and also from vehicles moving north out of the Tottenham Hale area.
- 9.9 Further parking pressures to roads with no parking controls can also be expected, as further regeneration projects in Tottenham are undertaken and then again when they are completed.
- 9.10 Proposed residential developments involving the provision of over 400 housing units in the area, which include the Cannon Rubber factory development, have been designated car free developments. However without some appropriate form of parking controls as outlined previously in this report, that objective is far less likely to be achieved and additional vehicle volumes will further impact on parking demand and traffic flow in the local area.

10 Results of Consultation Proposal 3- Revised match day controls outside the core area.

- 10.1 This proposal contained five key elements and in summary there is clear support for each of those proposals as indicated below:

The revision of existing match/event day operational hours

- 455 (59%) of respondents supported the proposals
- 311 (41%) opposed the proposals

Revision of emergency corridor arrangements

- 575 (79%) of respondents supported the proposals
- 157 (21%) opposed the proposals

Increasing awareness of match/event parking in the area on a match day

- 553 (88%) of respondents supported the proposals
- 78 (12%) opposed the proposals

Introduction of match/event day controls in areas

- 542 (73%) of respondents supported the proposals
- 204 (27%) opposed the proposals

Introduction of Variable Message systems

- 639 (85%) of respondents supported the proposals
- 114 (15%) opposed the proposals

- 10.2 There is however considerable concern over the lack of provision for resident's visitors on match/event days. It is therefore proposed that Members consider the introduction of a visitors permit scheme within the SMD. While there are no proposals to charge for the SMD parking permit, a charge should apply for the visitors permit.
- 10.3 It is felt that this charge and annual permit allocation should be set at a level that strongly discourages the creation of a local resale market. As this CPZ will only operate on a limited number of days annually, it is proposed to offer a maximum of 24 visitors permits per household annually at a cost £2.00 each. It will be necessary for officers to create a specific match day visitor voucher with design features to prevent potential abuse from taking place such as the selling of the permits to non residents.
- 10.4 There was a view from respondents that operational hours should be reduced to 12 noon to 6pm, however those hours of control would not offer any protection during major evening events at the stadium.
- 10.5 It is therefore proposed that the following measures as originally proposed are subject to statutory consultation:

- Revision of the SMD control operational hours to 12 noon to 8pm, Saturdays, Sundays and Bank Holidays.
- Extension of the SMD controls to the geographical areas as set out in Appendix II.
- Introduction of an allocation of 24 visitor's permits per qualifying household in any rolling 12 month period within the SMD controls at a charge of £2.00 per permit.
- To reduce the emergency corridor restrictions on week days (including bank holidays) to start from 5pm instead of 11am.
- That a phased review of existing SMD permit eligibility be undertaken and that all new or renewed SMD permits be issued for a maximum period of 12 months and be subject to annual renewal thereafter.
- The introduction of an on-street match/event day parking charge to roads where there is no SMD residential parking demand at a bandwidth of between £6 to £10 depending on proximity to the Stadium. Please see a map of the relevant area at Appendix II.

11 The results of Consultation Proposal 4- proposed match day controls and full time controls in the Tower Gardens and Tottenham Hale areas.

11.1 These areas were included in the Phase 1 consultation due to the existing demand for parking controls in the Tower Gardens and Tottenham Hale areas. The council had previously received petitions from residents of both areas asking the council to consider the introduction of parking restrictions and it was agreed with ward members that the consultation should include these areas.

The results from the Tower Gardens area

11.2 The council received a total of 550 responses and this represents a 39% response rate from 1393 properties within the Tower Gardens consultation area.

11.3 In summary the overall feedback indicated:

- 146 (27%) of respondents supported the proposals
- 330 (60%) opposed the proposals
- 74 (13%) supported match/event day restrictions only

11.4 The principle objections from both the Tower Gardens and Tottenham Hale areas are that parking controls are not required and that residents should not have to pay to park near their home. Several other concerns were raised, and the councils response to these and other matters raised can be found at Appendix IV.

11.5 However the analysis of feedback by individual road shows clear support for controls in the western area of Tower Gardens.

11.6 This includes the following roads:

- Lordship Lane the north side of between the Roundway and Kevelioc Road,
- Tower Gardens Road between its junctions with Kevelioc Road and Turnant Road,
- Teynton Terrace
- Turnant Road
- Cheshunte Road
- Wateville Road and the Roundway between Lordship Lane and Risley Avenue

11.7 In summary the feedback from the roads listed at 11.6 in support indicated:

- 73 (65%) of respondents supported parking controls
- 28 (25%) opposed to the proposals
- 11 (10%) supported match /event day restrictions only

11.8 Of the total number of 240 properties in that area responses were received from 111 properties. This represents an overall response rate of 46% rate.

11.9 The operational days preferred were for a scheme operating Monday to Sunday, with the preferred hours slightly in favour by two responses for operational hours of 8am - 10pm. However taking into account the existing CPZs in the area, the introduction of a CPZ operating 8am – 10pm would appear excessive in this predominantly residential area. Wood Green Inner CPZ does currently operate until 10pm, however these controls exist in response to parking pressures associated with the level of retail and leisure provision that operates in that zone at those times.

11.10 It is therefore proposed to proceed to statutory consultation on the introduction of a CPZ operating Monday to Sunday between 8am – 6.30pm, in conjunction with SMD controls for the roads listed at 11.6.

11.11 For all other roads in the original consultation area it is proposed to undertake statutory consultation for the introduction of SMD only controls.

11.12 Further consideration will be given to the introduction of match/event day controls in those roads that will not become part of the new CPZ at Phase 2 of the redevelopment. Should there be any indication of support or need for parking controls at that stage, officers will seek authority to proceed to statutory consultation on the introduction of SMD controls.

The results from the Tottenham Hale area

11.13 The council received a total of 394 responses and this represents a 21% response rate from 1834 properties.

11.14 In summary the overall feedback indicated:

- 101 (27%) of respondents supported the proposals
- 240 (61%) opposed the proposals
- 53 (13%) supported match /event day restrictions only

11.15 However the analysis of feedback by individual road shows that while the overall response rate is low, there is support for controls in the area bordering the existing Hale CPZ.

11.16 This includes the following roads:

- Reform Row
- Albion Road
- Thackeray Avenue (between Parkhurst Rd and Havelock Road)
- Parkhurst Road
- Scotland Green
- Kemble Road
- St Mary's Close
- Rheola Close
- Burlington Road
- Stirling Road

11.17 In summary the feedback from the above area indicated:

- 40 (60%) of respondents supported the proposals
- 24 (35%) opposed the proposals
- 11 (5%) supported match /event day restrictions only

11.18 Of the total number of 399 properties in that area responses were received from 67 properties. This represents a 16.7% response rate.

11.19 As explained the principle objections from both the Tower Gardens and Tottenham Hale areas are that parking controls are not required and that residents should not have to pay to park near their home.

11.20 The principle objections were in line with those for Tottenham Hale and the council's response to these and other matters raised can be found at Appendix III.

11.21 There were no responses from Liston Road which has a total of 6 properties; however should consideration be given to introducing a CPZ in this area, Liston Road would need to be included in order to form an inclusive CPZ area. Furthermore there are several short sections of road which the council would need to include, for example Windsor Road and Honeysett Road; both roads that whilst not having any residential frontages, border with the existing Tottenham Hale CPZ.

If they are not included these will become isolated areas of kerb space with no parking controls in place.

11.22 In pre-meetings with ward councillors it was requested that the area north of the existing Tottenham Hale should be included in the council's proposals. Ward members produced a petition in support of this request. In comparing the spread of support received during consultation to the origin of the signatories of the petitions it can be seen that there is a fairly even correlation of the signatories of the petition and respondents in favour of parking controls.

11.23 Those supporting parking controls also favoured the operational hours of Monday to Sunday with a split preference of 8am to 6.30pm and 8am to 10pm. While there is also support for controls to 10pm this level of restriction as outlined in the analysis for Tower Gardens, this is seen as excessive given the existing controls in place for Tottenham Hale.

11.24 It is therefore proposed to proceed to statutory consultation on the introduction of a CPZ operating Monday to Sunday between 8am – 6.30pm, in conjunction with SMD controls for the roads listed at 11.2.

11.25 For all other roads in the original consultation area it is proposed to undertake statutory consultation for the introduction of SMD only controls.

12 Introduction of Parking Controls

12.1 Should the recommendations detailed in section 3 of this report be approved, they will be introduced under an Experimental Traffic Management Order. This involves the publication of appropriate notices and can be in operation for a maximum period of 18 months.

12.2 During the 18 month period that the Experimental Traffic Management Order is in operation, it is possible to carry out reviews of the controls implemented. Changes such as the area to which the controls apply, parking bay types or a decision to make the measures permanent, can be made after the initial 6 month period of the scheme. However it should be noted that this would need to be in agreement with ward councillors and the Cabinet Member for Environment. Any proposed changes made following the review would need to be appropriately budgeted for.

13 Feedback from petitions

13.1 The council during the consultation period received 6 petitions. A summary of the salient points arising from the petitions is set out below:

- Increase the SMD controls to 12 noon to 6pm only on weekends and bank holidays.

- Provide visitor parking in controlled parking zone for up to one hour free, and low cost for second hour.
- Enable residents to apply for visitor parking permits that operate on event/match days.
- Against the cost of residents permits.

A full analysis of these petitions can be found at Appendix III.

14 Other Stakeholders

- 14.1 Since April 2012, Traffic Management has maintained a regular dialogue with counterparts at the London Borough of Enfield. LB of Enfield is currently in discussion with the club to secure Section 106 funding for their necessary works.

15 Comments of the Chief Finance Officer and financial implications

- 15.1 Provision for the implementation of the proposed measures to the CPZ has been made via the Mayors Regeneration Fund (as outlined in Para 1.4) and will not impact on the Parking Plan capital budget for 2013-14.

16 Head of Legal Services and legal implications

- 16.1 As the body of the report makes clear there has been extensive consultation in this matter. Such consultation exceeds statutory requirements in this respect. The procedure for the order is contained in the Local Authorities Traffic Order Procedure (England and Wales) Regulations 1996 which although applying publicity and consultation requirements and provides for the right to object in the case of most types of orders specifically dis-applies these requirements to experimental orders
- 16.2 Controlled Parking Zones are governed by the provisions of section 6 and Schedule 1 of the Road Traffic Regulation Act 1984. The power to make experimental orders is contained in section 9 of the Act. The maximum period of such an order is limited to 18 months in the first instance.
- 16.3 In this context it should be mentioned that 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

17 Equalities and Community Cohesion Comments

- 17.1 The Council has a public sector equality duty which will require that if agreed, the recommendations in the report are implemented in a way that will ensure that no group protected by section 4 of the Equality Act 2010 suffer disproportionate adverse impact as a result. Care would have to be taken for example to ensure that any new parking arrangements or schemes would include appropriate provision for disabled parking and the protection of other vulnerable road users such as children and older people. There are no immediately obvious cohesion implications.

18 Head of Procurement Comments

- 18.1 Not applicable

19 Policy Implication

- 19.1 Proposals are broadly in line with current policy. The consultation was however undertaken in relation to anticipated parking as opposed to responding to existing pressures in the areas.
- 19.2 The proposals are consistent with council's Local implementation Plan and 3.3.3 sets out the following
- 19.3 **Controlled parking zones (CPZs)** The 4 proposals consulted on would support our objectives. The availability of parking is a key determinant of car usage and local traffic congestion which can affect the potential uptake of more sustainable modes of travel. Local parking policy is an important demand management tool in controlling local traffic congestion and influencing choice of transport. CPZ's are one of several parking policies, along with low parking standards for new developments, charging, and use of workplace parking levies, which can be used to influence travel behaviour. CPZ's specifically prioritise parking for residents and can ease local parking pressures, reduce traffic congestion, improve road safety and encourage the use of more sustainable forms of transport.

- 19.4 The Mayor's Transport Strategy specifically supports the expansion of CPZ's in London and Haringey Council will continue to introduce new or expand existing CPZ's where residents are affected by increased pressures on limited parking supply. Our proposals will be linked in with other transport programmes where feasible, such as the implementation of car club bays and on street electric charging points as part of any new CPZ.
- 19.5 The proposed residential developments in the area have or will be designated car free developments. However, without appropriate parking controls in place that policy objective is far less likely to be achieved.

20 Reason for Decision

Requires Cabinet approval.

21 Use of Appendices

Appendix I - Copy of consultation document

Appendix II - Relevant Area Maps

Appendix III - Analysis of petitions

Appendix IV - Summary of principle objections and salient comments/issues raised along with council response

22 Local Government (Access to Information) Act 1985