

Haringey Council

Agenda item:

Cabinet Meeting

On 17 July 2007

Report Title: **Seven Sisters CPZ Extension and Bruce Grove CPZ – Report of Statutory Consultation**

Forward Plan reference number (if applicable): **TBC**

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

Wards(s) affected: **Seven Sisters, Bruce Grove and Tottenham Green**

Report for: **Key Decision**

1. Purpose

- 1.1 The purpose of this report is to inform members of the results of the statutory consultation undertaken for the proposed extension of the Seven Sisters CPZ and the proposed creation of a Bruce Grove CPZ, which was carried out in June 2007 following feedback from the review of the Seven Sisters CPZ conducted in October and November 2006.
- 1.2 This report sets out officer's responses to the results of statutory consultation made by interested parties for members to consider before making a decision on the scheme.

2. Introduction by Cabinet Member

- 2.1 This report is brought to the Cabinet to outline the feedback from statutory consultation and to seek approval to introduce an extension of the Seven Sisters CPZ and the Bruce Grove CPZ in order to continue to create a cleaner and greener environment. The measures will assist to provide priority for residents parking against all day commuter parking.

3. Recommendations

- 3.1 It is recommended that the Cabinet, after duly considering the objections as set out in this report, consider the following recommendations:

3.2 Authorise Council officers to take all the necessary steps for the implementation of the Seven Sisters CPZ extension in the following roads:

- Lawrence Road – from junction with Philip Lane to junction with Clyde Road
- Clyde Road – from junction of Lawrence Road with the boundary of Clyde Road CPZ)


3.3 Authorise Council officers to take all the necessary steps for the introduction of a Bruce Grove CPZ operational from Monday – Saturday, 8am-6.30pm in the following roads:

- Winchelsea Road – All
- Greyhound Road – All
- Ranelagh Road- All
- Belton Road – All
- Napier Road – from junction with Philip Lane to junction with Belton Road
- Morrison Avenue Road – from junction with Loxwood Road to junction with Belton Road
- Loxwood Road – All
- Mount Pleasant Road – from junction with Philip Lane to junction with Loxwood Road

3.4 Authorise Council officers to take all the necessary steps to modify/amend parking bays and waiting restrictions in the existing Seven Sisters CPZ as outlined in Appendix III of this report.

3.5 Approves that residents be informed of the Council's decision.

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



Contact Officer: **Alex Constantinides, Head of Highways**

4. Director of Finance Comments

4.1 The Urban Environment capital budget for 2007/08 contains a provision of £289k for the review and implementation of the CPZ programme. If the proposals in this report are approved the works required to introduce the Seven Sisters CPZ Extension and the Bruce Grove CPZ, estimated cost £30k, will be undertaken in 2007/08 against the aforementioned budget provision. A balance of £259k will be available for other schemes.

4.2 Any net income generated from this scheme will contribute towards achieving the

parking income budget for 2007/08.

5. Head of Legal Services Comments

- 5.1 Before reaching a decision to make the necessary Traffic Management Order to implement a CPZ scheme, the Council must follow the statutory consultation procedures pursuant to the Road Traffic Regulation Act 1984 ("RTRA") and the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996. All objections received must be properly considered in the light of administrative law principles.
- 5.2 The Council's powers to make Traffic Management Orders are conferred by Sections 6,45,45,122 and 124 and schedules 1 and 9 of the RTRA
- 5.3 When determining what paying parking places are to be designated on the highway, Section 45(3) of the RTRA 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.
- 5.4 By virtue of Section 122 of the RTRA the Council must exercise its powers 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; and (e) any other matters appearing to the Council to be relevant.

6. Local Government (Access to Information) Act 1985

- 6.1 Representations received during the statutory consultation period conducted between the 7-28 June 2007.
- 6.2 The Council's Draft Local Implementation Plan and Parking Enforcement Plan.
- 6.3 Delegated Authority – Report of Consultation, Review of Seven Sisters CPZ

7. Strategic Implications

7.1 The proposals considered in this report are in accordance with the objectives of the Mayor's Transport Strategy, which are reflected within the Council's Local Implementation Plan. This plan contains the policy framework for both parking and road safety and is summarised below.

7.2 Local Implementation Plan (LIP)

Parking: 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 in the borough.

Key PEP policies include:

- 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 will undertake a review of new CPZs one year after implementation.
- The Council will maximise road safety throughout the Borough through the fair and consistent enforcement of parking restrictions.
- The Council recognises the need for a robust, systematic framework for future CPZ implementation in the Borough.

Road Safety: Section 6.0 of the LIP contains the Council's Road Safety Strategy which details initiatives to make borough roads safer for all road users. The Council's UDP also contains strategic transport policies for the benefit of road safety. The key policies include:

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

8. Financial Implications

- 8.1 If approved, the Seven Sisters CPZ Extension and Bruce Grove CPZ will be funded through the 2007/08 Parking Plan Capital Budget. It is estimated that the measures will cost £30,000 to implement.

9. Legal Implications

- 9.1 If the Cabinet resolves to implement the recommendations of this report, then the Council must make or amend several orders under the Road Traffic Regulation Act 1984. The Local Authorities' Traffic Orders (Procedure) Regulations 1996 (the regulations) lays down the procedure to be followed before making or amending an order. The regulations impose a legal obligation on the Council to conduct a process of consultation to inform the public and other statutory consultees of its intentions. The process carried out by the Council, in compliance with the regulations, is set out in paragraphs 11.1 – 11.2 below. The Council must then consider any objections made as a result of the consultation before making an order.
- 9.2 In deciding to designate parking places Members must consider both the interests of traffic and those of the owners and occupiers of adjoining property. In particular Members must have regard to:
- (i) the need for maintaining the free movement of traffic,
 - (ii) the need for maintaining reasonable access to premises, and
 - (iii) the extent to which off-street parking accommodation is available or likely to be available in the neighbourhood.
- 9.3 Members must also consider the factors set out in paragraphs 11.10 – 11.14 below. While the views expressed by local residents must be considered, Members are not bound to decide in accordance with the majority view and must take the other legally relevant factors into account.

10. Equalities Implications

- 10.1 The statutory consultation documents were distributed to all households / businesses within the roads where measures were proposed.
- 10.2 The statutory consultation document included a section offering translation into minority languages and affords any interested party the opportunity to make a representation regarding the scheme.
- 10.3 Statutory consultation is open to any interested party to make comment on the Council's proposals.

11. Statutory Consultation

- 11.1 Statutory consultation is the legal part of the process required before modifying / implementing parking controls. In summary, before making an order to modify / implement parking controls, the Council must notify its intentions in the London

Gazette and local press providing a period of 21 days for any interested party to make representation. In addition it is good practice to advertise on site where the measures are proposed.

- 11.2 The Council carried out the above procedures between the 7 – 28 June 2007 and also distributed statutory consultation documents to all properties within the existing Seven Sisters CPZ and to those roads where new parking controls were proposed. The two documents provided feedback of the reviews, new parking charges and statutory consultation process. See Appendix I for copies of the statutory consultation documents.
- 11.3 It should be noted that this process differs from the earlier non-statutory consultation carried out as part of the review with the residents and businesses directly affected by the proposals. Statutory consultation is open to any interested party wishing to make representation regardless of where they live / work. The representations received are also analysed on the basis of their content rather than a yes/no vote.
- 11.4 Before making the relevant Traffic Management Order the Council must consider all duly made objections submitted in response to the consultation.
- 11.5 A total of 5,500 statutory consultation documents were distributed throughout the area, 3500 were distributed to the existing Seven Sisters CPZ and 2000 were distributed to the proposed Seven Sisters CPZ extended area and proposed Bruce Grove CPZ area.
- 11.6 A total of 58 representations were received during the 21-day statutory period. Of those representations, **two** were received from the existing Seven Sisters CPZ and a further **forty-one** were received from the proposed Bruce Grove CPZ area. **Thirteen** presentations were received from outside the CPZ area and the remaining **two** representations were received from ward members on behalf of residents.
- 11.7 A full list of representations received is contained in Appendix II of this report and a summary is shown below.
 - **Forty-two** representations in the form of a standard letter objecting to the proposals on various grounds.
 - **Eight** individual representations objecting to the proposals.
 - **Four** individual representations in support of the proposals.
 - **One** individual representation requesting clearer signage in the existing CPZ
 - **Two** individual representations requesting the inclusion of St Margaret's and St Loy's Road in the proposed Bruce Grove CPZ.
 - **One** representation from a ward member highlighting the need for the travellers in Clyde Road to be given dispensation for the use of large vehicles.
- 11.8 **Statutory Bodies** – As part of the statutory process, 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. None of the parties listed made any representations.

11.9 **OBJECTIONS RECEIVED WITH COUNCIL RESPONSE**

Full details of all objections and officers responses are given in Appendix II. Below is a summary of the salient points with the Council's response.

- 11.10 **Objection: Grace Baptist Church** – the scheme should exclude roads situated around the church as it will have a negative impact on the church as our activities occur throughout the week. From our point of view Napier Road and Ranelagh Road are not close enough to a tube station or shopping area to warrant a CPZ.

Council's response: Although the overall feedback during the review from residents of Napier Road (five in support and nine opposed) and Ranelagh Road (six in support and eight opposed) was opposed to parking controls, the roads located either side of them had high levels of support for inclusion. It was therefore decided that these roads should be included in the proposed scheme to provide a natural boundary and prevent displacement parking should they be excluded.

- 11.11 **Objection:** The introduction of a CPZ would negatively affect local businesses and make it harder for residents to receive visitors during the day. It is not required. Furthermore we have not been provided with a full breakdown of the feedback from the review and the 21-day statutory period is far too short.

Council's response: The proposed CPZ initiative is in line with the Mayor's Transport Strategy and the Council's Local Implementation Plan, which encourages the use of sustainable modes of transport, such as public transport, to and from work. There are good transport links in the area with Seven Sisters Tube Station and Bruce Grove Train Station within walking distance.

The Council conducted a review of the Seven Sisters CPZ and this included roads on the periphery of the zone. The feedback received indicated that a number of residents on the periphery of the existing zone felt that non-resident parking was an issue and were in favour of parking controls for their roads. The scheme will prioritise parking for residents and their visitors.

The statutory consultation document distributed throughout the area provided a summary of the feedback received during the review. It also provided details of how to obtain a full breakdown of all the responses received. The 21-day statutory period is the legal minimum requirement as part of the statutory process and followed a 28 day non statutory consultation period.

- 11.12 **Objection:** I commute into work each day and leave my car outside my house. I do not see why I have to pay for a residents permit to leave my car outside my house. Why can't we have free residents permit? This will not solve the problem but merely displace vehicles to neighbouring roads.

Council's response: The charges for permits are one of the lowest in London. If the scheme does go ahead it must be self financing. Any surplus may be spent on highways improvements, highways maintenance and on concessionary travel.

- 11.13 **Objection:** I oppose the CPZ on the grounds of the lack of publication. I have always been able to find a parking space and do not feel it is required.

Council's response: Prior to entering into Statutory Consultation in June 2007, the Council conducted a review of the Seven Sisters CPZ, which included roads on the periphery of the zone. The feedback indicated support for parking controls and this was reported back to all affected properties as part of the statutory consultation process. Notices were also advertised in the local press and on site informing of the Council's intentions.

12. Background

- 12.1 The Seven Sisters CPZ has been in operation since 1999 with operating hours of Monday – Saturday between 8am – 6.30pm. The scheme was introduced to prevent commuters parking all day in roads around Seven Sisters Underground Station and to prioritise parking for local residents.
- 12.2 During October and November the Council carried out a review of the Seven Sisters CPZ. The review invited residents and traders in the CPZ to give their views on the operation of the zone and, in particular, their preferred days and hours of CPZ operation. The Council also took the opportunity to consult residents and traders in the roads surrounding the zone on the impact it had had on them and if they would support extending the parking controls to their roads and, if so, what their preferred days and hours of operation would be.
- 12.3 The key results of the review showed that respondents were satisfied with the existing days and hours of the Seven Sisters CPZ, albeit from a very low response rate. Of the 3500 documents distributed the Council received 162 valid responses which represent a 4.6% response rate. A brief summary of the responses received to the salient questions is as follows:
- **68%** of respondents are either very or fairly satisfied with the CPZ.
 - **67%** of respondents are either very or fairly satisfied with the days of operation of the CPZ.
 - **60%** of respondents are either very or fairly satisfied with the hours of operation of the CPZ.
- 12.4 The feedback from roads surrounding the Seven Sisters CPZ was mixed and again the response was relatively low. Of the 2300 documents distributed the Council received 223 valid responses, which represents a 9.6% response rate.

- 12.5 Of those roads located to the south of the existing Seven Sisters CPZ only a small number of respondents indicated support for parking controls. It was therefore decided to exclude this area from further consultation.
- 12.6 It was however possible to identify an area to the north of the existing Seven Sisters CPZ where responses indicated support for the introduction of parking controls. See Appendix IV for the list of roads that were identified for the purpose of statutory consultation.
- 12.7 A report based on the findings of the review with recommendations to proceed to statutory consultation for an extension of the Seven Sisters CPZ and the proposed introduction of the Bruce Grove CPZ was approved by the Cabinet Member for Urban Environment and Conservation and the Director of Urban Environment.
- 12.8 The Council will also take the opportunity to make modifications to the existing Seven Sisters CPZ for amendments to parking bays and waiting restrictions. See Appendix III for a list of the identified modifications.

13. Conclusion

- 13.1 When introducing parking controls the Council must, under its legal obligations give due regard to various factors including traffic issues and the interests of the owners and occupiers of properties in the affected roads.
The factors which need to be considered include:
- the need to maintain free movement of traffic;
 - the need to maintain reasonable access to premises;
 - road safety;
 - impact on local amenities;
 - air quality; and
 - the passage of public service vehicles.
- 13.2 It is clear from the responses received during the statutory process that the main objections to the introduction of the Bruce Grove CPZ are from residents of Ranelagh Road and Napier Road. Although these roads initially objected to the scheme during the review stage it is felt that they must be included should the scheme progress due to their location in the proposed CPZ and the inevitable displacement parking they will experience.
- 13.3 It should be noted however that patrons visiting Grace Baptist Church located on Napier Road, may experience parking problems should the scheme progress. Although shared use residents only / pay and display bays will be provided in close proximity to the church to lessen any impact.
- 13.4 During statutory consultation the Council received requests for the proposed Bruce Grove CPZ to be extended into neighbouring roads, in particular, St Margaret's Road and St Loy's Road. At this stage however there is insufficient evidence to

suggest that there is a high level of support from residents of these roads for further consideration.

- 13.5 An issue was raised during statutory consultation regarding the problems travellers may experience on Clyde Road, as their large vehicles are not permitted to park within residents bays. This is however a policy decision and there are not proposals to relax this criteria as it would require a borough wide review.
- 13.6 The proposals are in line with Haringey's Parking Enforcement Plan and Road Safety Strategy as contained within the Local Implementation Plan. It is the officer's view that the proposed scheme will provide a net benefit to local residents and businesses. The Cabinet is requested to decide whether or not to proceed to the implementation of the scheme after duly considering the responses to statutory consultation outlines in this report.

14. Use of Appendices / Tables / Photographs

Appendix I - Copy of Consultation document

Appendix II –Full list of representation received and Summary of the Council's considered responses.

Appendix III – Summary of Results and Comparison

Appendix IV – Copy of the Review Report and Result Analysis



Haringey Council

Appendix I

Copy of Statutory Consultation documents.

Dear Resident or Trader,

STATUTORY CONSULTATION

Seven Sisters Controlled Parking Zone (CPZ)- Review (Surrounding)

During October and November 2006 the Council carried out a review of the Seven Sisters CPZ. We invited residents and traders in the surrounding roads to provide their views regarding the existing CPZ and asked whether they would like to be included in a possible CPZ extension. I would like to thank everyone who returned their questionnaires.

What did you tell us?

- The feedback received from the Review indicated that there is support for an extension of the CPZ to the roads north of the existing Seven Sisters CPZ.
- Of those respondents in favour of an extension the majority favoured controls to operate at least 6 days a week.
- The largest single response favoured an all day (8 am – 6.30 pm) operating period.

Should you wish to view a full breakdown of the responses received from the **Seven Sisters CPZ Review** please visit our website at:
www.haringey.gov.uk/recent_parking_consultations.htm

Our Proposals

Based on the feedback received from the Review, we have developed a proposal to extend the existing Seven Sisters CPZ, which will be called the **Bruce Grove CPZ** to operate **Monday to Saturday, 8 am – 6.30 pm**. The area can be seen on the attached plan and consists of the following roads:

- **Winchelsea Road** - all
- **Greyhound Road** - all
- **Ranelagh Road** - all
- **Belton Road** - all
- **Napier Road** – (between Philip Lane and Belton Road)
- **Morrison Avenue** (between Loxwood Road and Belton Road)
- **Loxwood Road** - all
- **Mount Pleasant Road** - (between Philip Lane and Loxwood Road)

The majority of these roads supported an extension of the CPZ, though **Ranelagh Road** and **Napier Road** were both against an extension, have been included because it is felt that they could suffer from displacement parking if excluded from the proposal.

Further Measures

We are also proposing to:

- include **Lawrence Road** (between Philip Lane and Clyde Road) and **Clyde Road** (between Lawrence Road and Nelson Road) into the existing **Seven Sisters CPZ** maintaining the 8 am to 6.30 pm, Monday to Saturday operation.
- Convert 15 metres of residents only bays in **Janson's Road** adjacent to **Philip Lane**, to shared use (residents and pay & display bays).

Next Steps

To enable any parking controls to be legally enforceable the council is required to enter into a further stage of consultation known as Statutory Consultation. This is the legal part of the process and takes the form of a public notice advertised in the local press, London Gazette and visible locations within the area to inform of the Council's intentions.

The notice will be advertised on 7 June 2007 and provides a 21-day consultation period for interested parties to make representations regarding the Council's intentions to implement parking controls. You should note that statutory consultation differs from informal consultation in that any interested party can make representations, rather than restricting the consultation to a specified area. Responses are also analysed according to the comments made, rather than based on "Yes/No" responses.

If you would like to comment on the proposed **Bruce Grove CPZ** or the Further Measures listed above, please write to:

Haringey Council,
Traffic and Road Safety Group,
River Park House, 1st Floor South,
225 High Road,
Wood Green,
London N22 8HQ
or e-mail us at Streetscene.consultation@haringey.gov.uk

If you have any queries please contact Charlene Santos on 020 8489 1326

Thank you in advance for taking time to read this leaflet.

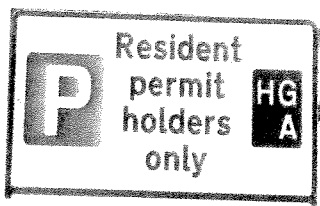
Yours faithfully,

Councillor Brian Haley
Executive Member for Urban Environment and Conservation

What is a Controlled Parking Zone (CPZ)?

A Controlled Parking Zone (CPZ) is an area where all on-street parking is controlled either by yellow lines or designated parking bays.

CPZs give priority to residents and local businesses, and their visitors, who must display permits or vouchers to show their entitlement to park.



Outside the hours of operation parking remains unrestricted, unless otherwise indicated by additional time-plates stating the extended restrictions.

Double yellow lines prohibit parking at any time regardless of the CPZ.

CPZs are usually located in town centres and areas surrounding underground and rail stations where parking most affects the local residents.

CPZs ease congestion caused by illegal and obstructive parking by introducing waiting restrictions where parking is undesired.

Some roads further away from the source of the problem are included in the zone to prevent displaced motorists from moving into these roads.

A permit for one CPZ does not allow the holder to park in any other CPZ.

How do CPZs work?

Controlled Parking Zones (CPZs) work by ensuring that vehicles park in designated bays at certain times of the day. Any vehicles that are parked illegally are liable to receive a Penalty Charge Notice.

CPZs operate at different times of the day depending on the parking demands and each zone is designed to deal with the type of problem in the area.

Different types of bays are provided for specific groups of motorists. In this instance, there will be two types of bays provided:

- Residential - for residents of the roads in the area, and their visitors, displaying a valid parking permit.
- Business – for businesses that require a vehicle for business use.

During the hours of operation of the CPZ, all vehicles must be parked in the appropriate bays. At other times the parking bays do not apply and parking is unrestricted except where yellow lines operate for longer periods.



Types of Parking Permits

Parking permits are only needed during the hours of operation of the CPZ.

Application forms for all types of permits may be obtained by phoning the parking helpline on 0208 489 1234 Monday to Friday 8am to 6pm.

Applications may be sent and received by post or permits may also be obtained on the day over the counter at the Parking Shop, 247 High Road, Wood Greed N22 8NZ.

Visitor permits in the form of scratch cards may be purchased in advance from the Parking Shop.

The Council will send further information to residents about parking permits before any scheme is put in place.

Residential Permits - residents who live in the CPZ are entitled to apply for a resident's permit. Residents who display a valid permit can park in residents' bays and some shared-use bays.

Short-stay visitor Permits - people visiting the area (friends, relatives, health visitors or trades people etc.) have a number of options.

They can:

- Park in a shared-use bay and purchase a pay and display ticket from a machine.
- Obtain a visitor's permit from the resident they are visiting and display it in their windscreen. (Visitors' permits will need to be purchased in advance by residents)

Weekend Visitor Permits (*only applicable if the scheme operates on weekends*) - people wishing to visit residents within the zone for a weekend may use a weekend permit. (These permits will need to be purchased in advance by residents).

Long-stay visitor Permits - people visiting residents for longer periods (including trades people) may use long term visitor permits, which allow parking for 2 weeks. Residents who hire a car for a short period can also purchase these permits. (These permits will need to be purchased in advance by residents).

Business Permits - a number of parking bays will be provided for businesses within the area to provide regular parking for vehicles used in the course of business.

Charges

The charging structure for CPZ parking permits was recently reviewed and will be based on the CO₂ emissions from your vehicle (or the engine size of your vehicle if registered before 23 March 2001). You can find more information at www.haringey.gov.uk/parking_charge_review

These changes in parking charges are anticipated to commence from 1 July 2007.

The charges are as follows

Band	First permit [Annual]	Second and subsequent permit per household
1 (up to 100 CO ₂ g/km)	£15	£15
2 (101-150 CO ₂ g/km)	£30	£60
3 (151-185 CO ₂ g/km)	£60	£100
4 (186 CO ₂ g/km and over)	£90	£150

Further Features of a CPZ

Parking for Businesses, Services and Community Users

One of the major objectives of Controlled Parking Zones is to give a degree of priority to the parking needs of residents. It is clear that businesses, services and community users also have legitimate parking requirements that need to be catered for. In existing controlled parking zones the Council operates a Business

Engine size	First permit (Annual)	Second and subsequent permit per household
1549cc or less	£30	£60
1550cc to 3000cc inclusive	£60	£100
3001cc and above	£90	£150

Parking Permit scheme that enables businesses to purchase permits which allows them to park in business bays or a shared used permit holder bays. The criteria for eligibility for Business Permits (which currently cost £225.00 per annum) is strict and may be defined as follows:-

- Require regular and unavoidable use of a vehicle to run their business
- Transport bulky and/or high value goods on a regular and unavoidable basis
- Work unsociable hours (when public transport is not readily available)

Permits are not available just for travelling to work by car (unless these journeys have

to be made at unsociable hours). Nevertheless, they are not only available for commercial businesses: other employers - e.g. local schools and health providers - may also apply, though the same criteria must be satisfied.

Loading and Unloading

A vehicle may load and unload for a maximum period of 20 minutes in any part of the zone when delivering or collecting goods, unless loading /unloading restrictions are in place.

Loading/unloading must be continuous and must involve heavy/ bulky goods (not normally shopping).

An exception to this is for moving house, when vehicles may wait longer than 20 minutes, whilst being loaded/ unloaded, provided they are not causing an obstruction.

Suspension of Parking Places

In certain circumstances the Police or the Council may suspend parking bays, for example to allow for building operations, domestic removals, weddings, funerals or special events etc.

Vehicle crossovers (driveways) and established pedestrian crossing points.

Parking bays will not be placed in front of a foot-way crossover where vehicle access has been provided for a property, or at established pedestrian crossing points. A yellow line will be provided to enable the Council and the Police to carry out enforcement during the operational hours of the CPZ.

Enforcement of Regulations

Any driver who parks a vehicle in contravention of parking restrictions will be issued with a Penalty Charge Notice (parking ticket).

Haringey Council is responsible for enforcing parking restrictions and uniformed parking attendants would regularly patrol the area to ensure that adequate enforcement takes place.

Signs and the Environment

Signs will be placed on existing lamp columns or on boundary walls of properties where possible, subject to statutory consultation. This is to reduce the amount of street furniture. Only where it is absolutely necessary will sign posts be erected for signs.

Disabled Badge Holders (*blue / orange badge holders*)- Any vehicle displaying a Disabled Badge will be able to park without a permit:

- in any residents' bays within the zone;
- on yellow lines without loading restrictions for a maximum of 3 hours provided they are not causing an obstruction;
- in any Disabled Bay, for a maximum of three hours.

Doctors - the existing designated doctors parking bays providing exclusive use for doctors will remain and no additional charges will be made.

Motorcycles - these can park free of charge in any of the parking bays, except designated disabled or doctor parking bays.

Special Parking Groups

Urban Environment**Streetscene Services**

1st Floor South, River Park House, 225 High Road,
Wood Green, London N22 8HQ
Tel: 020 8489 1325 Fax: 020 8489 1433
www.haringey.gov.uk

7 June 2007

Dear Resident or Trader,

STATUTORY CONSULTATION

Seven Sisters Controlled Parking Zone (CPZ) – Review (Existing)

During October and November 2006 the Council carried out a review of the Seven Sisters CPZ. We invited residents and traders in the CPZ to give their views on the operation of the scheme. I would like to thank everyone who returned their questionnaires.

What did you tell us?

As you may be aware, the Seven Sisters CPZ currently operates **Monday to Saturday, 8am-6.30pm.**

We received the following feedback:

- 68% of respondents were either very or fairly satisfied with the CPZ as it currently operates.
- 67% of respondents were either very or fairly satisfied with the days of operation of the current CPZ.
- 60% of respondents were either very or fairly satisfied with the hours of operation of the current CPZ.

These results indicated that the majority of respondents were satisfied overall with the current operating days and hours of the Seven Sisters CPZ.

Therefore there will be no change to the operating hours of the CPZ.

We will also take this opportunity to modify some of the existing bays. The changes will include, converting some of the existing free bays to Residents or Pay and Display bays. These changes were identified through the Review process and additional feedback.

A full breakdown of the responses received can be found on the Haringey website at:
www.haringey.gov.uk/recent_parking_consultations.htm

As part of this CPZ review, we also consulted the roads surrounding the CPZ, asking whether or not they would like to be included in a possible extension. The feedback we received indicated support for an extension of the existing CPZ, as shown on the attached plan. We are proposing to extend the CPZ into the roads north of the **Seven Sisters CPZ**. This extension will be called the **Bruce Grove CPZ** and will to operate **Monday to Saturday, 8am - 6:30pm**. We are also proposing to include **Lawrence Road** and **Clyde Road** into the existing **Seven Sisters CPZ** maintaining the **Monday to Saturday, 8am - 6:30pm** operation.

Charges

The charging structure for CPZ parking permits was recently reviewed and will be based on the CO₂ emissions from your vehicle (or the engine size of your vehicle if registered before 23 March 2001). You can find more information at www.haringey.gov.uk/parking_charge_review

These changes in parking charges are anticipated to commence from 1 July 2007.

The charges are as follows

Band	First permit [Annual]	Second and subsequent permit per household
1 (up to 100 CO ₂ g/km)	£15	£15
2 (101-150 CO ₂ g/km)	£30	£60
3 (151-185 CO ₂ g/km)	£60	£100
4 (186 CO ₂ g/km and over)	£90	£150

Engine size	First permit (Annual)	Second and subsequent permit per household
1549cc or less	£30	£60
1550cc to 3000cc inclusive	£60	£100
3001cc and above	£90	£150

Next steps

To enable any parking controls to be legally enforceable the council is required to enter into a further stage of consultation known as Statutory Consultation. This is the legal part of the process and takes the form of a public notice advertised in the local press, London Gazette and visible locations within the area to inform of the council's intentions.

The notice will be advertised on 7 June 2007 and provides a 21-day consultation period for interested parties to make representation regarding the council's intentions to implement parking controls. You should note that Statutory Consultation differs from informal consultation in that any interested party can make representations, rather than restricting the consultation to a specified area. Responses are also analysed according to the comments made, rather than based on "Yes/No" responses.

If you would like to comment on the Green Lanes CPZ Review, please write to:

Haringey Council, Traffic and Road Safety Group,
River Park House, 1st Floor South,
225 High Road,
Wood Green,
London N22 8HQ
or e-mail us at Streetscene.consultation@haringey.gov.uk

If you have any queries please contact Charlene Santos on 020 8489 1326.

Thank you in advance for taking time to read this leaflet.

Yours faithfully,



Councillor Brian Haley
Cabinet Member for Urban Environment and Conservation

Shqip

Këshilli i Haringejit po bën konsultime ligjore mbi Rishqyrtimin e Zonës së Kontrolluar të Parkimit – CPZ Seven Sisters. Kjo letër përmban informata mbi çfarë po propozon këshilli për zonën tuaj. Nëse e doni një kopje të kësaj letre të Konsultimit Ligjor në gjuhën tuaj, ju lutem shënjoni ✓ kutinë, plotësoni emrin dhe adresën tuaj dhe dërgoni formularin tek adresa e mëposhtme me postim falas.

Kurdî Kurmancî

Şaredarîya Haringey li herêma Pêşçavkirina Devera Parka Kotnrolkirî ya Seven Sisters şêwirdarîya hiqûqî pêk tîne. Di vê nameyê de li ser ku şaredarî li herêma we çî pêşniyar dike agahî heye. Heke hun kopîyeke vê nameya Şêwirdarîya Hiqûqî bi zimanê xwe dixwazin, ji kerema xwe qutîkê îşaret bikin, nav û navnîşana xwe binivîsin û formê ji navnîşana posta bêpere ya jêrîn re bişînin.

বাংলা

হ্যারিংগে কাউন্সিল সেভেন সিস্টার্স CPZ রীভিউ এলাকায় স্ট্যাটুটরী কনসাল্টেশন বা সংবিধিবদ্ধ আলোচনা প্রক্রিয়া পরিচালনা করছে। আপনাদের এলাকায় কাউন্সিল যে সব কাজ করার প্রস্তাব দিচ্ছে তাদের বিবরণ এই চিঠিতে দেওয়া আছে। এই সংবিধিবদ্ধ আলোচনা প্রক্রিয়ার চিঠি আপনি যদি আপনার নিচের ভাষায় পেতে চান, তাহলে বাক্সে টিক্ চিহ্ন দিন, আপনার নাম ও ঠিকানা লেখার জায়গা পূরণ করুন এবং এই ফর্ম নিচের ফ্রীপোস্ট বা বিনা ডাকমাণ্ডলের ঠিকানায় পাঠিয়ে দিন।

Soomaali

Kawnsalka Haringey waxay qabanayaan wadatashigii qaanuuniga ahaa ee dibu eegista mandaqadda baarkinka xadaysan ee Seven Sisters CPZ. Warqaddan waxa ku qoran macluumaad ku saabsan ra'yiga uu kawnsalku ka soo jeedinaayo mandaqaddaada. Haddii aad rabto koobbi ah warqaddan ah wadatashiga qaanuuniga ah, ooku qoran luqaddaada, fadlan calaamadi sanduuqa, ku buuxi magacaaga iyo cinwaankaaga oo foomka ku soo dir cinwaanka boostiisu lacag la'aanta tahay ee hoose..

Français

La Municipalité de Haringey mène une consultation officielle dans la zone de Revue CPZ de Seven Sisters. Cette lettre contient des informations sur ce que la Municipalité propose dans votre quartier. Pour obtenir un exemplaire dans votre langue de cette lettre de Consultation Officielle, veuillez cocher la case, compléter votre nom et votre adresse et renvoyer le coupon, sans affranchir, à l'adresse ci-dessous.

Türkçe

Haringey Belediyesi, Seven Sisters Kontrollü Park Bölgesi (CPZ) Gözden Geçirme alanında yasal gerekliliği olan bir danışma çalışması yürütüyor. Bu mektup belediyenin bölgenizde neler önerdiğine ilişkin bilgiler içeriyor. Eğer bu Yasal Gereklilik Olarak Danışma mektubunun kendi dilinizde bir kopyasını istiyorsanız, lütfen kareyi işaretleyip adınızı ve adresinizi yazarak formu, aşağıda verilen, posta ücreti gerektirmeyen adrese gönderiniz.

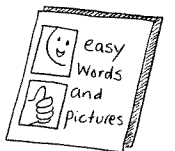
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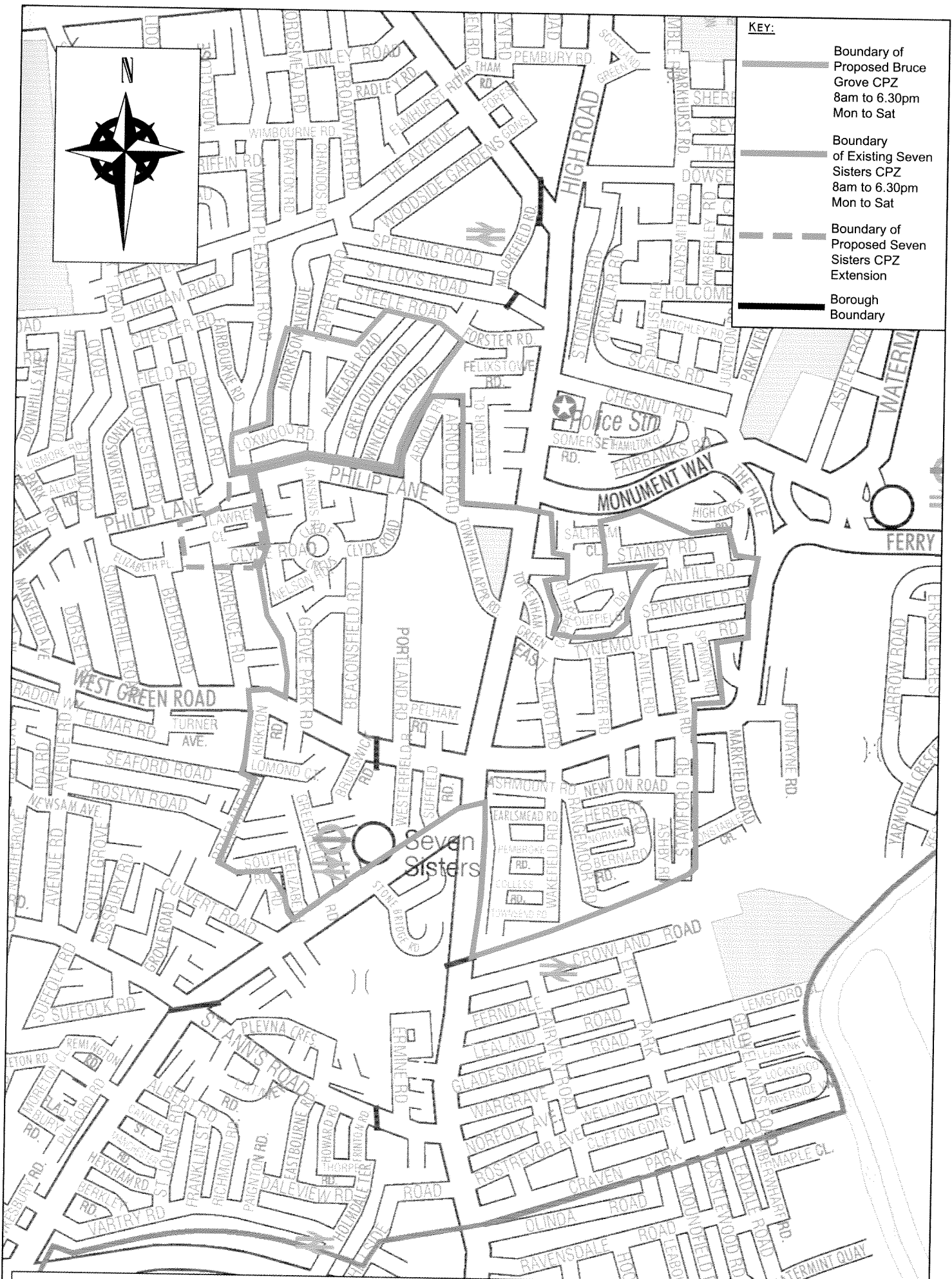
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Seven Sisters Outcome Letter

published by Haringey Council's
Communications Unit 18190 • 05/07



- KEY:**
- Boundary of Proposed Bruce Grove CPZ
8am to 6.30pm
Mon to Sat
 - Boundary of Existing Seven Sisters CPZ
8am to 6.30pm
Mon to Sat
 - Boundary of Proposed Seven Sisters CPZ Extension
 - Borough Boundary

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Appendix II

Full list of representation received with the Council's consider response.



Haringey Council

Seven Sisters -Statutory Feedback Analysis (7th – 28th June 2007)

Objections

No	Name	Address	Opinion	Comments	Council Responses
1	Peter Coles	Grace Baptist Church, Napier Road N17 6XX	no	Exclude roads around the chapel as it will hinder the use of the church. Our activities are not only on Sundays but during the week as well.	Although the overall feedback during the review from residents of Napier Road (five in support and nine opposed) and Ranelagh Road (six in support and eight opposed) was opposed to parking controls, the roads located either side of them had high levels of support for inclusion. It was therefore decided that these roads should be included in the proposed scheme to provide a natural boundary and prevent displacement parking should they be excluded.
2	Gavin Childress	26 Ranelagh Road, London N17 6XU	no	We believe a CPZ would negatively affect businesses and make it much harder for residents to receive visitors during the day. Furthermore we have not been provided with a full breakdown of the feedback from the review and the 21-day statutory period is far too short.	The proposed CPZ initiative is in line with the Mayor's Transport Strategy and the Council's Local Implementation Plan. The Council conducted a review of the Seven Sisters CPZ and this included roads on the periphery of the zone. The feedback received indicated that a number residents on the periphery of the existing zone felt that non-resident parking was an issue. The 21-day statutory period is the legal minimum requirement as part of the statutory process and followed a 28 day non statutory consultation period.
3	Ms Pamela Slocombe	66 Ranelagh Road London N17 6XU	no	I strongly disagree with Control parking on Ranelagh Road or the surrounding areas for that matter. I do not feel there is a need to implement these parking restrictions	The Council conducted a review of the Seven Sisters CPZ and this included roads on the periphery of the zone. The feedback received indicated that a number residents on the periphery of the existing zone felt that non-resident parking was an issue.
4	Beverley Samaroo	71 Napier Road	no	I am totally against the proposed CPZ in my area	
5	Edwin Samaroo	71 Napier Road	no	I am totally against the proposed CPZ in my area	

No	Name	Address	Opinion	Comments	Council Responses
6	Mrs S Best	103 Winchelsea Road, N17 6XL	no	I did not know about this and therefore object.	Prior to entering into Statutory Consultation in June 2007, the Council conducted a review of the Seven Sisters CPZ, which included roads on the periphery of the zone. The feedback indicated support for parking controls and this was reported back to all affected properties as part of the statutory consultation process. Notices were also advertised in the local press and on site informing of the Council's intentions.
7	Fayth Rowe	Napier Road, Tottenham N17	no	I commute into work each day (I travel on tube) and I leave my car outside my house each day. I only use my car at weekends. I do not see why I have to pay for a resident permit to continue to leave my car outside my house.	The charges for permits are one of the lowest in London. If the scheme does go ahead it must be self financing. Any surplus may be spent on highways improvements, highways maintenance and on concessionary travel
8	Forty – two representations from various roads	Napier Road, Morrison Avenue, Ranelagh Road, Loxwood Road, Belton Road	No	Standard Letter: I believe that such an extension will push parking problems to the next free road. Such a scheme is also a form of additional taxation on to of other taxation namely Road Tax. Implementation of the scheme will also make it harder for us to receive visitors during the day and it will have a negative effect on businesses.	The proposed CPZ initiative is in line with the Mayor's Transport Strategy and the Council's Local Implementation Plan, which encourages the use of sustainable modes of transport. The charges for permits are one of the lowest in London. If the scheme does go ahead it must be self financing. Any surplus may be spent on highways improvements, highways maintenance and on concessionary travel.

Support

No	Name	Address	Opinion	Comments	Council Responses
1	Sabine Fajana	Winchelsea Road, N17	yes	I read about the council's intention of extending the Seven Sisters CPZ further into the North and I have to tell you how pleased I am	
2	Mary Powell		yes	I welcome this development as a contribution to reducing car use as much car use in London is an unnecessary	

				extravagance.	
3	Gary Nuttall	46 Winchelsea Road Tottenham, N17 6XH	yes	I am happy that Haringey seems to be going ahead with the extended CPZ for my road	

Outside the zone

No	Name	Address	Opinion	Comments	Council Responses
1	Resident via Cllr Kaushika Amin	St Margaret's Road	outside	How can they go about getting a CPZ on St Margaret's Road	Roads that provide evidence with a level of support for parking controls will be reported to the Cabinet Member for Urban Environment for his information and consideration.
2	Mrs K Coogan	St Loy's Road N17	outside	Its already hard parking on my road with the Council excluding us from the CPZ. How do I go about including my road in the CPZ.	Roads that provide evidence with a level of support for parking controls will be reported to the Cabinet Member for Urban Environment for his information and consideration.
3	Emma Hormoz	42 St Margaret's Road, London N17 6TY	outside	I and many other residents strongly object to this due to lack of publication.	Prior to entering into Statutory Consultation in June 2007, the Council conducted a review of the Seven Sisters CPZ, which included roads on the periphery of the zone. The feedback indicated support for parking controls and this was reported back to all affected properties as part of the statutory consultation process. Notices were also advertised in the local press and on site informing of the Council's intentions.

Within the existing zone

No	Name	Address	Opinion	Comments	Council Responses
1	Ann Carey	1b Elizabeth Road, N15 5IG	existing	The Pay & Display sign on my road is not clear or visible.	All necessary changes will be included as part of the further changes identified during the Seven Sisters Review process.

2	Clare Croft-White	17 Clyde Circus London N15 4LF	existing	I was pleased to receive the results of the recent review of the Seven Sisters CPZ and have no objection to the operating times. Am concerned more about the new Centre opening in the area.	Representations received regarding parking difficulty in neighbouring roads especially after the hours of the CPZ operation time will be noted. The representations will then be summarised and forwarded to the Cabinet Member for his information and consideration.
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Additional Comments

No	Name	Address	Opinion	Comments	Council Responses
1	Cllr Isidoros Diakides	Clyde Road	n/a	The proposed extension for Clyde Rd (between Laurence Rd and Nelson Rd) includes the traveller's site and they need large vehicles. I don't want them to be excluded.	The current standard restrictions for vehicles in CPZ areas are 2.27 metre in height (7ft 6 ins) and 5.25 meters in length (17ft 3ins). There are no proposals to change this as it would need to be looked at borough wide.



Haringey Council

Appendix III

Existing Seven Sisters CPZ –Identified Changes

Existing Seven Sisters CPZ - Identified Changes

No.	Road Name	Existing	Proposed (convert existing to the proposed)
1	Ranelagh Road - Flank walls of No. 126 & 128 Philip Lane	Residents Bays	Pay & Display Bays
2	Greyhound Road - Flank walls of No. 112 & 114 Philip Lane	Residents Bays	Pay & Display Bays
3	Jansons Road - North East side of Jansons Road junction with Philip Lane	2hr Free Bay	Residents Only Bay
4	Jansons Road - North West side of Jansons Road junction with Clyde Circus	Residents Bays	Shared Use Bay
5	Clyde Circus - Flank walls of No. 32 Clyde Road	2hr Free Bay	Residents Only Bay
6	Clyde Road - from no. 41- 49 Clyde Road; Flank wall of no. 12 Clyde Road; North west side of no. 14 Clyde Road	2hr Free Bay	Residents Only Bay
7	Collingwood Road - Flank walls of No. 109 Clyde Road; Opposite the flank wall of no. 109 Clyde Road.	2hr Free Bays	Residents Only Bays
8	Kirkton Road - Flank wall of 113 West Green Road	2hr Free Bays	Pay & Display Bays
9	Kirkton Road - Outside no. 74 - 82 Kirkton Road	Loading Bay	Extending Loading Bay
10	Brunswick Road - Flank wall of No. 95 West Green Road	2hr Free Bay	Residents Only Bay
11	Brunswick Road - Outside no. 49 West Green Road	Single Yellow Line	Double Yellow Line - Corner
12	West Green Road - Outside no. 43 West Green Road	Pay & Display Bays	Reduce the length to 13.5m
13	Westerfield Road - Flank wall of 29 West Green Road	4hr Free Bay	Residents Only Bay
14	Portland Road - Flank wall of 42 West Green Road	4hr Free Bay	Residents Only Bay
15	Suffield Road - Flank wall of 9 - 11 West Green Road	4hr Free Bay	Residents Only Bay
16	Pelham Road - Outside no 47 Pelham Road; Outside no 14 Pelham Road;	Business bays	Residents Only Bay
17	Pelham Road - Flank wall of no. 287; Flank wall of no. 289	2hr Free Bay	Residents Only Bay
18	Page Green Terrace - Opposite no.168 Page Green Terrace	4hr Free Bay	Residents Only Bay
19	Page Green Terrace - Outside the Church; opposite the Church.	2hr Free Bays	Residents Only Bays
20	Page Green Terrace - Opposite no.190;Opposite no.190	Residents Bays	Pay & Display Bays
21	Wakefield Road - From the Flank wall of no. 10 - 40 Wakefield Road	2hr Free Bay	Pay & Display Bay
22	Norman Road - Outside no. 2	2hr Free bay	Loading Bay
23	Page Green Road - Outside no. 7	2hr Free bay	Loading Bay
24	Stamford Road - Outside the public park	2hr Free Bay	Pay & Display Bay
25	Walton Road - Outside Earlsmead Primary School (2 bays)	2hr Free bays	Loading Bays
26	Talbot Road - Flank wall of no. 35 Broad Lane	2hr Free bay	Loading Bay
27	Hanover Road - Flank wall of no. 73 Broad Lane.	Residents Bay	Pay & Display Bay
28	Anthill - Flank wall of no. 105 Broad Lane	Residents Bay	Pay & Display Bay
29	Anthill - Flank wall of no. 191 The Hale; flank wall of no. 32 Tynemouth Road	2hr Free Bays	Residents Only Bays
30	Cunningham Road - Flank wall of no. 28 Tynemouth Road	2hr Free Bay	Pay & Display Bay
31	Cunningham Road - Opposite the flank wall of no. 123 Broad Lane	4hr Free Bay	Pay & Display Bay

32	Cunningham Road - Flank wall of no. 123 Broad Lane	2hr Free Bay	Residents Only Bay
33	Tynemouth Road - Flank wall of 151 The Hale; Flank wall of 153 The Hale	2hr Free bays	Shared Use Bays
34	Tynemouth Road - Outside the Garage	2hr Free bay	Loading Bay
35	Tynemouth Road - Outside the Health Centre	2hr Free Bay	Residents Only Bay
36	Tynemouth Road - Outside the Health Centre	2hr Free Bay	Pay & Display Bay
37	Springfield Road - Flank wall of 173 The Hale	2hr Free bay	Loading Bay
38	Montague Road - Flank wall of 149 Anthill Road	2hr Free Bay	Residents Only Bay
39	Stainby Road - Outside Welbourne Primary School	2hr Free Bay	Residents Only Bay
40	Colsterworth Road - Outside the Church	2hr Free Bays	Shared Use Bay
41	Tottenham Green East South Side - Outside no. 1	2hr Free Bay	Pay & Display Bay
42	Philip Lane - opposite the Bus Garage	Single Yellow Line	Double Yellow Lines

Appendix IV

Copy of the Review Report and Result Analysis

Seven Sisters CPZ - Feedback Comparison

No	Name	Review Stage		Statutory Stage		
		Support	Oppose	Support	Oppose	Neutral
1	Winchelsea Road	26	9	2	1	0
2	Greyhound Road	16	8	0	0	0
3	Morrison Road	9	2	0	3	0
4	Loxwood Road	8	0	0	1	0
5	Mount Pleasant Road	2	0	0	0	0
6	Belton Road	1	1	0	2	0
7	Ranelagh Road	6	8	0	11	0
8	Napier Road	5	9	0	20	0
9	Lawrence Road	0	0	0	0	0
10	Clyde Road	0	0	0	0	1
Total		73	37	2	40	1