

Draft to The Executive**on 20 December 2005**

Report title: **Tottenham Hale CPZ and Stoneleigh Road Stop and Shop - Report of Consultation (non-statutory)**

Forward Plan reference number: **2005/104**

Report of: **Anne Fisher, Director of Environmental Services**

Ward(s) affected: **Tottenham Hale**

Report for: **Key decision**

1.0 Purpose

- 1.1 To summarise feedback from the consultation (non-statutory) process held in October-November 2005 for the extension of the Tottenham Hale CPZ and the introduction of stop and shop parking along Stoneleigh Road.
- 1.2 To seek approval to proceed to Statutory Consultation for the making of the relevant Traffic Management Orders (TMO) necessary to introduce a Controlled Parking Zone (CPZ) in the roads as recommended in section 3 of this report.

2.0 Introduction by the executive member

- 2.1 The Council has a duty to minimise congestion on its roads. Competition for parking spaces in London and in Haringey is fierce. In many areas the needs of residents, motorists, shoppers and businesses conflict. Congestion and a lack of parking space is often the result of these competing demands. Controlled Parking Zones are one way that the Council can address the conflicting needs of various parties.

This report summarises the non-statutory consultation held in October and November 2005 for the extension of the Tottenham Hale CPZ and the introduction of stop and shop parking along Stoneleigh Road. The Executive is asked to give approval to proceed to Statutory Consultation for the making of the relevant Traffic Management Orders necessary to introduce a Controlled Parking Zone in the roads identified in Section 3 of this report.

3.0 Recommendations

- 3.1 It is recommended that the Executive:
- 3.2 Note the feedback of non-statutory consultation for the proposed extension of the Tottenham Hale CPZ, as set out in this report.
- 3.3 Note the feedback of consultation (non-statutory) for the possible introduction of pay and display parking along Stoneleigh Road, as set out in this report.
- 3.4 Authorise council officers to proceed to Statutory Consultation for the introduction of the Tottenham Hale CPZ extension operational between 8:30am- 6:30pm Monday to Friday, in Buller Road, Burbridge Way, Carew Road, Dowsett Road, Kimberley Road, Ladysmith Road, Mafeking Road and Reed Road.
- 3.5 Authorize council officers to proceed to Statutory Consultation for the introduction of pay and display parking bays along Stoneleigh Road, with operational hours of 8:30am - 6:30pm Monday to Friday.
- 3.6 Omit Park View Road (North of the Council depot) from the proposed CPZ extension.
- 3.7 Agrees to inform residents of the Executive's decision.

Report authorised by: Anne Fisher, Director of Environmental Services

Contact officer: Tony Kennedy, Group Manager, Traffic & Road Safety, Highways Service

Telephone: 0208 489 1765

4.0 Executive summary

- 4.1 This report analyses the views of residents and businesses both for and against the possible extension of the Tottenham Hale CPZ and the introduction of pay and display bays along Stoneleigh Road. The report provides recommendations to proceed to the statutory consultation stage for the making of the necessary Traffic Management Orders for the extension of the Tottenham Hale CPZ and introduction of pay and display bays along Stoneleigh Road.

5.0 Reasons for any change in policy or for new policy development:

There is no change in policy

6.0 Local Government (Access to Information) Act 1985

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

- Executive report of 25 January 2005 - Satisfaction Survey Feedback.
- Returned questionnaires

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

7.0 Background

7.1 The Council's Executive approved the introduction of the Tottenham Hale Controlled Parking Zone at its meeting of 16 September 2003. The scheme was implemented in April 2004, following statutory consultation.

7.2 The CPZ was reviewed in November/December 2004. The feedback received indicated support for an extension to the zone. The Executive at its meeting of 25 January 2005 approved recommendations to proceed to consultation (non-statutory) for an extension of the zone in the roads specified in paragraph 3.4 of this report.

7.3 The Executive also approved that additional consultation would be carried out for the introduction of pay and display parking along Stoneleigh Road.

8.0 Consultation Process

8.1 Pre-consultation meetings were held with Ward Councillors to discuss the draft consultation documents and consultation boundaries for both the Tottenham Hale CPZ Extension and Stoneleigh Road Pay and Display Scheme.

8.2 The consultation documents, which consisted of background information, location plan, questionnaire, translation sheet and pre-paid envelope were delivered, by hand, to all properties within the consultation area during the week commencing 17 October 2005. The closing date for responses was 11 November 2005. See Appendix II for consultation document.

8.3 An exhibition was held on 31 October 2005 at the Welbourne Centre, Chesnut Road between the hours of 4.00pm – 8.00pm. The exhibition gave local residents and traders the opportunity to speak to council officers about the options offered prior to completing and returning their questionnaires. 24 members of the public attended the exhibition.

8.4 Notices were placed on lamp columns around the area to inform of the ongoing consultation and provided contact details of the Traffic and Road Safety Group.

9.0 Consultation Feedback.

9.1 A total of 803 consultation leaflets regarding the Tottenham Hale Extension were distributed within the consultation area. A further 150 consultation documents regarding the Stoneleigh Road Pay and Display Scheme were distributed to residents and traders of the Stoneleigh Road area. See Appendix I for consultation boundaries.

9.2 In addition to consultation feedback forms we received two additional letters regarding the proposals.

9.3 A summary of the feedback received is shown below. For a full breakdown and analysis of the results please refer to Appendix II of this report.

9.4 Tottenham Hale Proposed CPZ Extension Consultation Feedback

9.5 Of the 803 leaflets distributed we received 90 responses. Of those responses, 9 were not acceptable for analysis purposes, 3 had insufficient details and 6 were received after the closing date. This left 81 responses valid for analysis purposes.

9.6 The 81 valid responses received represent a 10% response rate. Generally, the responses indicated support for the proposed extension, with 65% in favour and 35% opposed to the proposal.

9.7 The 9 responses that were received and subsequently not included for analysis purposes would not have affected this result. The following is a brief break down of the 9 responses not included for analysis purposes.

- 2 respondents left a response of 'undecided'
- 2 respondents did not reply to the question
- 4 respondents opposed the scheme.
- 1 respondent was in support of the scheme.

9.8 Those in favour of the Tottenham Hale CPZ extension:

9.9 There were 53 respondents in favour of the scheme. The greatest support was from following roads: Buller Road, 9 respondents (82%) Dowsett Road, 11 respondents (58%). Kimberly Road 9 respondents, (90%), Ladysmith Road 8 respondents (62%) and Mafeking Road 8 respondents (64%). These roads represented 54% of the total responses received.

9.10 Those opposed to the Tottenham Hale CPZ extension:

9.11 There were 26 respondents opposed to the scheme. The greatest opposition came from Carew Road 4 respondents (50%) and Park View (North of council depot) Road 3 respondents (75%).

9.12 Operating hours for the Tottenham Hale CPZ extension.

9.13 We received 63 responses to this question. Of those who responded, 50% supported operational hours of 8:30am to 6:30pm with a further 19% in support of midday hours only (10:00am – 12:00noon). 15% were in support of all day operating hours (8.30am-10pm) and the remaining 16% indicated they would like to see twenty-four hour controls.

9.14 Operating days for the Tottenham Hale CPZ Extension

9.15 We received 63 responses to this question. Of those who responded 46% were in support of operating days of Monday to Friday with a further 40% of respondents in support of an all week scheme. The remaining 14% were in support of operating days of Monday – Saturday.

9.16 Stoneleigh Road Pay and Display Bays Consultation Feedback

9.17 Of the 150 leaflets distributed we only received 8 responses. 3 respondents indicated support for the scheme, 4 respondents were opposed to the scheme and the remaining respondent was undecided.

9.18 Operating times/days for the Stoneleigh Road Pay and Display Bays

9.19 We received 5 responses regarding the operational hours of the bays. 4 respondents supported operational hours of 8am to 6:30pm with the remaining response supporting a time of 8:00am to 10:00am and 4:00pm to 7:00pm.

9.20 We received 6 responses regarding the days of operation of the scheme. 4 respondents supported a scheme that operates between Monday to Friday. The other 2 respondents were in favour of an all week scheme.

10.0 Summary and Conclusions

10.1 From the feedback received it is evident that there is support in the majority of roads for the extension of the Tottenham Hale CPZ. Only one road, Park View Road (north of the Council depot) had a majority opposed to the extension. As this road is on the outskirts of the proposed extension it is possible to omit it from the scheme.

10.2 A number of responses highlighted problems associated with commuter parking, abandoned vehicles and displacement parking from the existing CPZ. The proposed extension would have a positive effect on these issues.

10.3 The feedback received from the Stoneleigh Road pay and display bays consultation was disappointing, with only 8 responses received.

10.4 The main concerns were the proposed charges were too high and that Stoneleigh Road Car Park was not fully utilised. The proposed charges are however in line with the existing charges for Stoneleigh Road Car Park. The under use of Stoneleigh Road car park is partly due to the free parking availability along Stoneleigh Road and the negative perception of safety.

- 10.5 Proposals are at an advanced stage to upgrade the car park to improve the facilities with particular attention to safety. The pay and display scheme along Stoneleigh Road will complement the car park and eradicate long-term parking and displacement parking from the CPZ.
- 10.6 It was also highlighted that the pay and display proposals would have a negative effect on local businesses. As stated in paragraph 10.5 above, the proposals eradicate long-term parking and displacement parking to the benefit of the commercial premises by encouraging a turnover of parking in the area.
- 10.7 Although the number of responses received during consultation process was below average, there was still a strong feeling of support from the majority of roads consulted for inclusion into the existing CPZ.
- 10.8 In conclusion, the council should proceed to Statutory Consultation for the introduction of the Tottenham Hale CPZ extension but omit Park View (North of the Council Depot). It should also proceed to Statutory Consultation for the introduction of pay and display parking along Stoneleigh Road

11.0 Recommendations

- 11.1 It is recommended that the Executive:
- 11.2 Note the feedback of non-statutory consultation for the proposed extension of the Tottenham Hale CPZ, as set out in this report.
- 11.3 Note the feedback of non-statutory consultation for the possible introduction of pay and display parking along Stoneleigh Road, as set out in this report.
- 11.4 Authorise council officers to proceed to Statutory Consultation for the introduction of the Tottenham Hale extension operational between 8:30am-6:30pm Monday to Friday in Buller Road, Burbridge Way, Carew Road, Dowsett Road, Kimberley Road, Ladysmith Road, Mafeking Road and Reed Road.
- 11.5 Authorise council officers to proceed to Statutory Consultation for the introduction of pay and display parking bays along Stoneleigh Road, with operational hours of 8:30am - 6:30pm Monday to Friday.
- 11.6 Omit Park View Road (North of the Council depot) from the proposed CPZ extension.
- 11.7 Agrees to inform residents of the Executive's decision.

12.0 Comments of the Director of Finance

- 12.1 The Environmental Services capital budget for 2005/06 contains a provision of £50k for the extension of the Tottenham Hale CPZ scheme. The implementation costs must not exceed the budget provision.

- 12.2 A financial appraisal of the proposed extension has been undertaken and indicates a payback period of 0.73 years as summarised below:

	£
Set up and implementation costs	<u>50,000</u>
Annual running costs	9,575
Annual income	<u>78,250</u>
Net income	<u>68,675</u>
Payback of Set Up Costs (Years)	<u>0.73</u>

The part year impact of running costs and income is included in the parking account for 2005/06 and the full year effect will be reflected in next year's budget.

13.0 Comments of the Head of Legal Services:

- 13.1 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 ("RTRA") 1984 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, Human Rights law and the relevant statutory powers.
- 13.2 The Council's powers to make Traffic Management Orders arise under sections 6, 45, 46, 122 and 124 and schedules 1 and 9 of the RT RA1984
- 13.3 When determining what paying parking places are to be designated on the highway, section 45(3) requires the Council to consider both the interests of traffic and those of the owners and occupiers of adjoining properties. In particular, the Council must have regard to: (a) the need for maintaining the free movement of traffic, (b) the need for maintaining reasonable access to premises, and (c) the extent to which off-street parking is available in the neighbourhood or if the provision of such parking is likely to be encouraged by designating paying parking places on the highway.
- 13.4 Section 122 of the RTRA 1984 places a duty on the Council to 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.

(e) any other matters appearing to the Council to be relevant.

14.0 Equalities implications

14.1 The Statutory Consultation is seeking the views of all residents/businesses of an area and the leaflet offers translation facilities in community languages.

14.2 Controlled parking is an effective form of deterring commuters from entering 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.

15.0 Use of Appendices / Tables / Consultation Documents

- Appendix I – Consultation Documents
- Appendix II – Analysis of Results

Appendix I

CONSULTATION DOCUMENTS

**Tottenham Hale Extension
Stoneleigh Road**

APPENDIX II

ANALYSIS OF RESULTS

**Tottenham Hale Extension
Stoneleigh Road**

Summary of Comments received for the Tottenham Hale Extension

Buller Road

- This will prevent stolen vehicles to be dumped on our road
- parking situation is unbearable, no one can get to visit us
- CPZ is absolutely essential
- People use our street to park their cars when they use the station
- Commuters for Tottenham hale station leaving their cars their all day
- Original CPZ should be reduced to 2 hrs to reduce pressure on the streets near the CPZ, and to keep impact on local business

Burbridge Way

- Double yellow lines at road junctions essential to stop hazardous parking
- it just another money making scheme

Carew Road.

- We cannot park our cars outside our home or sometimes on our road due to overcrowding in Carew Rd. This problem has come since the CPZ was introduced on Park rd and surrounding roads
- There are no parking problems in Carew Rd but if you implement any more restrictions you will create them.
- There are too many stolen cars been dumped each day.
- Currently there are no parking pressures in majority if the proposed areas, there no need for CPZ

Dowsett Road

- My rd is a bus route sometimes the bus can't get through so yes to CPZ
- CPZ will prevent stolen vehicles to be dumped in our road
- Since the introduction of the Tottenham Hale CPZ the neighbouring roads which were not included have experienced the effect. Also problems from the commuters
- We wouldn't have a parking problem if people from the council depot workers would not park on our road
- We have real parking problems due to council workers, train travelers and residents from park view
- This has been long time in coming and I welcome it
- I strongly support the CPZ in Dowsett rd
- parking has been very limited over recent years I would like to park near my own home
- There is no problem with parking on my road
- We have no problem with parking on our road
- CPZ scheme is totally unnecessary
- No to CPZ, this is a Drs surgery and patients and staff need to park!
- Do not agree with the introduction of CPZ no parking problems at present
- I don't want CPZ on my road

Kimberley Road

- A lot of cars has been parking in our area and it is so inconvenient for us
- When we go out and you come back from what ever you can't form a place to park your car
- If I return home between 4-5pm its very difficult to park on my road
- When ever you go out when you come back it is very hard to park
- Would like to be able to park view in road where we live
- Please state the area covered next street of how far

Mafeking Road

- We need CPZ
- It is so inconvenient when you can't park and when we have visitors they can never find parking
- We have been waiting for CPZ for 10 years
- Sometimes parking can be a problem but we are not prepared to pay to park on our streets

Park View Road

- Parking has become a problem since many commuters park on our roads and workers from the depot park there
- At the moment I don't have any problems

Reed Road

- I do hope that this CPZ happens, it is hard to park day and night

Ladysmith Road

- Parking on our road is a nightmare from people from the existing parking zone
- I do find it hard to park
- Commuters are to blame
- I pay for my council tax, my road tax which should give me the right to park on a public road no to CPZ
- If CPZ extension is enforced then residents should be given permits for free
- I do not see any parking problems

Summary of comments received for the Stoneleigh Road Stop and shop scheme.

- We do not want stop and shop scheme on Stoneleigh Road this will kill our business. Most of our customers would go to our competitors. Stoneleigh rd is the only place for our customers to park free of charge
- I am concerned about the additional parking that there will be Brook Street. We already experience difficulty in gaining access to our building and rear yard because of double or inconsiderate parking.
- Stoneleigh Road car park B has little or no use at the present time. With your changes and signs to let people know that there is parking. They can use the car park. With a clear road to gain access to the parking area
- I work in the area and speak on behalf of my colleagues when I say I am unhappy about the stop and shop scheme. Parking is difficult as it is and would be costly for the week totalling £100. Most people parking on Stoneleigh Road work in the area- this is a money making exercise.

Summary of comments from letters received
Tottenham Hale Extension
<ul style="list-style-type: none">▪ A letter was received by a resident requesting further information regarding the scheme▪ Feels the existing scheme should be scrapped▪ Commuters are not a problem
Stoneleigh Road Proposed Stop and shop scheme
<ul style="list-style-type: none">▪ There is a need for business bays in the scheme
Summary of issues raised at public exhibition on 31 October 2005
Tottenham Hale proposed Extension
<ul style="list-style-type: none">▪ Residents on Park View Road feel Council workers take up most of the available space
Stoneleigh Road Proposed stop and shop scheme
<ul style="list-style-type: none">▪ Concerns were raised regarding the pricing structure of the pay and display bays

TOTTENHAM HALE EXTENSION- RESULTS

1. Is the above address:							
	Your Home	%	Retail Premises	%	Office	%	Total-
Buller Road	11	100%	0	0%	0	0	11
Burbridge Way	4	100%	0	0%	0	0	4
Carew Road	7	88%	1	13%	0	0	8
Dowsett Road	19	100%	0	0%	0	0	19
Kimberley Road	10	100%	0	0%	0	0	10
Ladysmith Road	13	100%	0	0%	0	0	13
Mafeking Road	9	82%	2	18%	0	0	11
Palm Tree Court	0	0%	0	0%	0	0	0
Park View Road	3	75%	1	25%	0	0	4
Reed Road	1	100%	0	0%	0	0	1
Total	77	95%	4	5%	0	0%	81

2. Does your household / business have the use of a car, van or motorbike?			
	No. of cars	No. of vans	No. of motorcycles
Buller Road	14	1	0
Burbridge Way	4	1	0
Carew Road	9	0	0
Dowsett Road	24	1	0
Kimberley Road	10	0	0
Ladysmith Road	14	1	0
Mafeking Road	15	1	0
Palm Tree Court	0	0	0
Park View Road	5	1	0
Reed Road	1	0	0
Total	96	6	0

3. Do you have off-street parking?						
	YES	%	NO	%	If 'yes' for how many vehicles	Total-
Buller Road	1	11%	8	89%	0	9
Burbridge Way	3	75%	1	25%	0	4
Carew Road	1	13%	7	88%	0	8
Dowsett Road	2	11%	17	89%	0	19
Kimberley Road	0	0%	9	100%	0	9
Ladysmith Road	2	18%	9	82%	1	11
Mafeking Road	1	13%	7	88%	0	8
Palm Tree Court	0	0%	0	0%	0	0
Park View Road	0	0%	3	100%	0	3
Reed Road	0	0%	1	100%	0	1
Total	10	14%	62	86%	1	72

4. Would you like your road to be included in the Controlled Parking Zone as shown on map.					
	YES	%	NO	%	Total-
Buller Road	9	82%	2	18%	11
Burbridge Way	3	75%	1	25%	4
Carew Road	4	50%	4	50%	8
Dowsett Road	11	58%	8	42%	19
Kimberley Road	9	90%	1	10%	10
Ladysmith Road	8	62%	5	38%	13
Mafeking Road	7	64%	4	36%	11
Palm Tree Court	0	0%	0	0%	0
Park View Road	1	25%	3	75%	4
Reed Road	1	100%	0	0%	1
Total	53	65%	28	35%	81

5. The existing hours of operation for this scheme are 8:30am-6:30pm. If parking controls were introduced in your road, what do you think would be the most appropriate operating hours?

	All day (8:30am- 6:30pm)	%	Two hours a day	%	All day plus evening (8:30- 10pm)	%	Twenty- four hour controls	%	Other please specify	Total-
Buller Road	8	73%	1	9%	2	18%	0	0%		11
Burbridge Way	2	67%	0	0%	1	33%	0	0%		3
Carew Road	4	57%	2	29%	0	0%	1	14%		7
Dowsett Road	8	47%	6	35%	1	6%	2	12%		17
Kimberley Road	4	44%	0	0%	1	11%	4	44%		9
Ladysmith Road	2	22%	3	33%	2	22%	2	22%	8am- 10am	9
Mafeking Road	4	44%	1	11%	2	22%	2	22%		9
Palm Tree Court	0	0%	0	0%	0	0%	0	0%		0
Park View Road	2	100%	0	0%	0	0%	0	0%		2
Reed Road	0	0%	0	0%	1	0%	0	0%		1
Total	34	50%	13	19%	10	15%	11	16%		68

TOTTENHAM HALE- RESULTS- EQUAL OPPORTUNITIES

What is your ethnic origin?	Numbers	%
Did not complete ethnicity page	9	11%
No reply	0	0%
British	27	33%
Turkish	2	2%
Irish	6	7%
Greek	2	2%
Greek/Cypriot	1	1%
Kurdish	0	0%
Turkish/Cypriot	1	1%
Indian	2	2%
Pakistani	1	1%
Bangladeshi	0	0%
East Asian African	0	0%
Caribbean	8	10%
African	5	6%
White and Black Caribbean	0	0%
White and Asian	0	0%
White and Black African	0	0%
Other	12	15%

Other Ethnic Origins	Numbers	%
Yugoslava	1	1%
South American	1	1%
Polish	2	2%
Spanish	1	1%
Filipino	4	5%
Ukranian	1	1%

Totals:	86	93%
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Please note. That the above analysis is based on all respondents regardless of whether or not they were included in the feedback section of this report.

STONELEIGH ROAD 'STOP AND SHOP' SCHEME RESULTS

1. Are you in favour of the proposed Stop and Shop Scheme?

	YES	%	NO	%	UNDECIDE D	%	TOTAL
Brook Street	1	100%	0	0%	0	0%	1
High Road	1	25%	2	50%	1	25%	4
Holcome Road	0	0%	0	0%	0	0%	0
Newlyn Road	0	0%	1	100%	0	0%	1
Palm Tree Court	0	0%	1	100%	0	0%	1
Stoneleigh Court	0	0%	0	0%	0	0%	0
Stoneleigh Road	1	100%	0	0%	0	0%	1
Total	3	38%	4	50%	1	12%	8

2. If a Stop and Shop Scheme was introduced in your area which days and hours of the week do you think it should operate?

A) Days

	Monday to Friday	%	Monday to Saturday	%	All Week	%	TOTAL
Brook Street	1	100%	0	0	0	0	1
High Road	1	50%	1	0.5	0	0	2
Holcome Road	0	0%	0	0	0	0	0
Newlyn Road	1	100%	0	0	0	0	1
Palm Tree Court	1	100%	0	0	0	0	1
Stoneleigh Court	0	0%	0	0	0	0	0
Stoneleigh Road	0	0%	1	1	0	0	1
Total	4	67%	2	33%	0	0%	6

B) Hours

	8.00am to 6:30pm	%	8:00am to 8.00pm	%	Other times	%	TOTAL
Brook Street	1	100%	0	0%	0	0	1
High Road	1	100%	0	0%	0	0	1
Holcome Road	0	0%	0	0%	0	0	0
Newlyn Road*	0	0%	0	0%	1	100%	1
Palm Tree Court	1	100%	0	0%	0	0	1
Stoneleigh Court	0	0%	0	0%	0	0	0
Stoneleigh Road	1	100%	0	0%	0	0	1
Total	4	80%	0	0%	1	20%	5

*8.00am - 10.00am - 4pm-7pm

STONELEIGH ROAD- EQUAL OPPORTUNITES

Are you applicable?	Numbers	%	TOTAL
Did not complete	0	0%	
A local resident	1	0%	
Working in the area	4	0%	
visiting the area	0	0	
other, please specify	1	0	
others	Garage owner		

Male	4	100%
Female	1	100%
under 18	0	0%
18-34	1	100%
35-50	3	0%
51-65	1	100%
over 65	0	0%

Do you have a disability you want to tell us about?

YES	NO	YES %	NO %	Total	Total: %
0	6	0%	0%	6	75%

What is your ethnic origin?	Numbers	%
Did not complete ethnicity page	3	38%
No reply	0	0%
British	1	13%
Turkish	0	0%
Irish	0	0%
Greek	0	0%
Greek/Cypriot	2	25%
Kurdish	0	0%
Turkish/Cypriot	0	0%
Indian	0	0%
Pakistani	0	0%
Bangladeshi	0	0%
East Asian African	0	0%
Caribbean	0	0%
African	2	25%
White and Black Caribbean	0	0%
White and Asian	0	0%
White and Black African	0	0%
Other	0	0%
Total:	8	100%

Please note. That the above analysis is based on all respondents regardless of whether or not they were included in the feedback section of this report.

