



Haringey Council

Agenda item:

[No.]

Cabinet

15 July 2008

Report Title: **New approach to consultation for the extension of Controlled Parking Zones (CPZs)**

Forward Plan reference number (if applicable):

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

Wards(s) affected: **ALL**

Report for: **Key**

### 1. Purpose

1.1 The purpose of this report is to consider adopting a new approach to consultation for the extension of existing controlled parking zones where evidence of a majority of support has been provided by residents.

### 2. Introduction by Cabinet Member

We now have 15 CPZ's in the borough and as they expand, streets just outside the zones are suffering from displacement parking. So we are getting more and more requests from residents just outside zones to be included in the CPZ.

We need a way to address this. So I am proposing to extend zones to a small number of roads where there is clear evidence of support from residents and businesses. We would do this by going straight to statutory consultation of 21 days, rather than having a public consultation that is then followed by the statutory process.

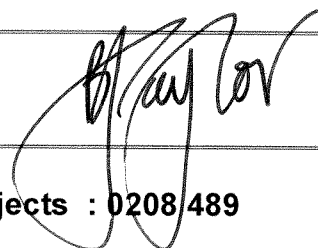
This would reduce time to put in a CPZ and allow us to be more responsive to the concerns of local residents. A list of areas where we have already had petitions is included in the report and these would be our priorities for this year.

### 3. Recommendations

3.1 It is recommended that the Cabinet:

- 3.2 Considers adopting the new approach to consultation for the introduction of extensions to existing controlled parking zones, as set out in section 11 of this report.
- 3.3 If this new approach to consultation is approved, funding must be identified and secured to enable the new CPZ schemes to be implemented.
- 3.4 Considers approval of the draft programme for this year, as set out in Appendix II of this report, subject to agreeing to adopt the new approach.

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



Contact Officer: **Tony Kennedy, Manager Transport Policy & Projects : 0208 489 1765**

#### **4. Chief Financial Officer Comments**

- 4.1 The 2008/9 budget allocation approved for the parking plan is currently £300k. The approved budget has been fully allocated for the delivery of the proposed Crouch End CPZ (£180k), proposed Bruce Grove CPZ Extension (£30k), proposed Hornsey Stop and Shop scheme (£60k), and Project Management Fees (£30k).
- 4.2 This proposal will result in additional cost pressures to the parking plan for which there is currently no approved budget. If this approach is approved in principle, a budget will need to be identified before any extension scheme(s) could be implemented. However, a review of the capital resources available for additional parking plan initiatives, including the proposal in this report, is currently underway with a view to identifying extra funding and the results will be presented to Members in the near future.
- 4.3 Each extension scheme will need to be fully costed including estimates of income to be generated and payback period based on the best information available before proceeding to statutory consultation.
- 4.4 The total cost of the 2008/9 parking plan must be contained within the approved revised budget provision.

#### **5. Head of Legal Services Comments**

- 5.1 The Head of Legal Services has been consulted and comments that informal consultation, which has been the Council's practice, is not legally required by the statutory requirements set out in paragraph 9 of the report. Informal consultation provides a means of reviewing a proposal and may reduce the objections in a formal procedure.

#### **6. Local Government (Access to Information) Act 1985**

- 6.1 Petitions received from residents

## **7. Strategic Implications**

- 7.1 The Council's Local Implementation Plan (LIP) sets out the Council's intention to improve parking conditions in the borough, which includes the allocation of on-street kerb space within the defined hierarchy of parking need. It also seeks to maximise road safety throughout the borough through the fair and consistent enforcement of parking restrictions.

## **8. Financial Implications**

- 8.1 Subject to evidence being provided of support for parking controls within a road or roads, a detailed cost estimate will need to be provided and approved, prior to proceeding to statutory consultation. There are a number of considerations that will have an impact on the estimated cost of each request, such as;
- The geographical area under consideration, i.e., number of roads included in the petition received.
  - Consideration of including additional neighbouring roads in the statutory process to afford them the opportunity to be included.
  - Number of crossovers within each road, as this will impact on number of post/signs required.
  - The utilisation of existing street furniture.
  - The possible consideration of pay and display within a road
- 8.2 The current capital allocation of £300,000 for the 2008/09 Parking Programme is already allocated for the delivery of the proposed Crouch End CPZ, proposed extension of the Bruce Grove CPZ and the proposed introduction of a stop and shop scheme along Hornsey High Street.
- 8.3 If it is approved to proceed with this new approach, funding would need to be secured to deliver this work. The level of funding provided would determine the amount of road/roads that could be considered.
- 8.4 Capital resources are currently being reviewed with a view to allocating up to £100,000 to proceed with this work subject to member approval.
- 8.5 As funding will be limited, criteria for prioritising schemes would also need to be considered depending on the level of petitions received, as the level of requests may out weigh the funding available.

## **9. Legal Implications**

- 9.1 Before reaching a decision to make the necessary Traffic Management Order to implement or modify 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.
- 9.2 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.

- 9.3 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.
- 9.4 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.

## **10. Equalities Implications**

- 10.1 Statutory consultation is open to any interested party to make their views known on the Council's intention to introduce parking controls.
- 10.2 Control parking mechanisms reinforce the need to keep obtrusive parking clear of junctions. This will assist people with disabilities particularly wheelchair users to cross roads with greater sightlines and clear of obstructions at drop kerb locations. Blue badges are valid for use in resident parking bays.

## **11. Consultation (Statutory Process)**

- 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, although not a requirement, it is also good practice to advertise on site where the measures are proposed.
- 11.2 As part of the statutory process, the views of the following bodies are also sought: AA, London Transport, Police (local), Fire Brigade, London Ambulance Service, Freight Transport Association, Road Haulage Association, RAC, Metropolitan Police (traffic), Haringey Cycling Campaign and Haringey Accord.
- 11.3 Before making the relevant Traffic Management Order the Council must consider all duly made objections submitted in response to the statutory consultation.
- 11.4 If the Council is satisfied that it has addressed all objections received, a Notice of Making can then be published in the London Gazette and local press notifying of the date the Traffic Management Order will come into operation. At this time, notification letters will also be distributed to all properties within the road/roads where parking controls are to be implemented. The notification letters will provide information of

when the works will take place, operational date of the new parking controls and how to apply for a permit.

- 11.5 If the new policy is approved and adopted the council would carry out the process as set out in paragraphs 11.1 to 11.4 above. This process would only commence on receipt of approval of costs, on an individual basis, for each scheme proposal. Additionally, statutory consultation documents, informing of the process and providing detailed layout plans, would be distributed to all properties within the road/roads where parking controls were proposed.
- 11.6 It should be noted that statutory consultation differs from the formal consultation process that is usually conducted first to assess level of support for parking controls. 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.
- 11.7 It should be further noted during this process the majority of representations are normally objections to the proposals, as those in support may not feel the need to make representation.

## **12. Background**

- 12.1 The Council currently has 15 CPZs in the borough (See Appendix I for a list of the current CPZs in the borough). The CPZs have been introduced in areas where commuter and shopper parking pressures have a negative impact on residents and are usually located in areas that attract high levels of non-resident parking, such as train/tube stations and commercial areas.
- 12.2 Prior to the introduction of the zones residents were often unable to park near to where they lived and when returning would often feel unsafe, particularly at night if having to park up to 3 or 4 roads away. Additionally, there were traffic management and safety implications where vehicles would circulate areas in seeking parking spaces.
- 12.3 Reviews of the existing CPZs have resulted in extensions to the zones where responses have indicated support for inclusion. At the same time, those roads that returned responses opposing parking controls have been omitted from further consideration, where it has been possible to do so, i.e. roads on the edge of proposed extensions.
- 12.4 As the numbers of CPZ's in the borough are increasing, it is now often the case that roads just outside of the zones suffer from displacement parking either from commuters prepared to walk the extra distance to the place of interest or by residents of the zone parking in neighbouring roads to avoid paying the permit charges.
- 12.5 This means that the Council is receiving more and more requests each year from residents who reside just outside of a zone for their road to be included. Unfortunately, it is not possible to review all zones on an annual basis due to the level of resources required to carry out this work.
- 12.6 A proposed solution to this situation is for the Council to consider extending zones to smaller areas, for example, one to five roads at a time, where evidence of support

has been provided to the council, possibly in the form of a petition, that the **majority** of residents and businesses clearly support parking controls for their road. If there is clear evidence of this support it is proposed that the Council moves straight to statutory consultation for the introduction of parking controls rather than have a formal consultation period first.

- 12.7 At present the Council enters into two stages of consultation prior to extending or implementing a CPZ. The first stage is known as formal consultation. This will confirm the level of support from residents prior to considering the way forward. If this stage of consultation confirms a sufficient level of support the Council will enter in the statutory stage of consultation, as detailed in section 11 of the report.
- 12.8 By adopting the new approach this will allow residents that reside just outside of a CPZ the opportunity to petition the Council for inclusion in the CPZ. If sufficient evidence of support is provided, i.e. majority of residents in the road sign the petition in support of inclusion, this will replace the first stage of consultation. If approved, measures will be taken to extend the CPZ to include the new road(s).
- 12.9 The advantage of this approach to the council is the cost benefit of only conducting one stage of consultation rather than two. It will also allow the Council to be more responsive to resident demand.
- 12.10 The approach would also speed up the delivery of parking controls for the benefit of residents who are suffering from displacement parking. At present it takes approximately 14 months to implement or extend a CPZ. By adopting this approach it is estimated that the process could be reduced to half this time.
- 12.11 As part of this process consideration should also be given to extending the statutory consultation area to roads neighbouring the area of support, for the reasons highlighted in paragraph 12.4 above. This would allow residents of the neighbouring roads to decide whether or not they would also support inclusion, in the knowledge that the existing zone was to be extended and that they may experience a level of displacement parking.
- 12.12 Appendix Two provides a list of the roads where petitions have been received since residents have been requested to provide evidence of support and an estimated cost of delivering this work.

### **13. Conclusion**

- 13.1 In conclusion the Cabinet needs to consider if this approach should be adopted to address parking issues on the edge of zones.
- 13.2 If it is agreed to adopt this approach, funding would need to be identified.

## **Appendix I - Current CPZ's in the Borough**

Wood Green (Inner)

Wood Green (Outer)

Green Lanes A

Green Lanes B

Highgate

Highgate Station

Highgate Station (Outer)

Fortis Green

Tottenham Hale

Tottenham Hotspur Match Day

Finsbury Park

Finsbury Park A

Bounds Green

Seven Sisters

Bruce Grove

## Appendix II – Petitions Received and Estimated Costs

Petitions received requesting inclusion in existing CPZ		
Road Name	CPZ	Additional neighbouring roads that would be recommended for inclusion.
Stormont Road, N6	Highgate Station (Outer)	Denewood Road, Sheldon Avenue, Bishopswood Road
Thorold Road	Bounds Green	Manor Road, Myddleton Mews
Marlborough Road	Bounds Green	See Thorold Road
Leith Road, Stirling Road	Wood Green (Outer)	Berwick Road, Forfar Road, Part of Perth Road
Rusper Road	Wood Green (Outer)	Crawley Road, Boundary Road, Sandringham Road, Sidar Road
Eastern Road, Lynmouth Road, Lauradale Road	Fortis Green CPZ	Fortis Green Avenue, Annington Road, Keynes Close

Initial estimates suggest that on average it costs £2500 per road to extend zones. On this basis it is estimated that the above schemes would cost the following:

Scheme	Estimate Cost
Stormont Road:	£10,000
Thorold Road:	£7,500
Leith Road:	£12,500
Rusper Road:	£12,500
Eastern Road:	£15,000
<b>Total:</b>	<b>£57,500</b>

It should be noted that however that detailed estimates would be required for any of the above schemes should approval be given to proceed.

Discussions and correspondence are currently ongoing with residents / resident groups of other roads in the borough for the consideration of extensions and more petitions are likely to be received during the year. Most notably from residents of Black Boy Lane, Clarence Road and Clinton Road, which are on the boundary of the Green Lanes CPZ.