

The Executive*on 25 March 2003*

Report title: Finsbury Park Area Proposed Controlled Parking Zone	
Report of: Peter Norton, Director of Environmental Services	
Ward(s) affected STROUD GREEN	
1.0 Purpose	
1.1	The purpose of this report is to summarise the result of the public consultation carried out in January/February 2003 and to seek approval to proceed with the implementation of the proposed Controlled Parking Zone.
2.0 Recommendations	
2.1	It is recommended that the Executive:
1.	Note feedback from consultations set out in the report.
2.	Approve the implementation of a CPZ as detailed in Section 5.5 and shown in Appendix IV of the report.
Report authorised by: Beverley Taylor, Assistant Director Street Scene	
Contact officer: Tony Kennedy, Group Leader Traffic & Road Safety	
Telephone: 0208 489 1765	
3.0 Executive summary	
3.1	To implement the Finsbury Park Controlled Parking Zone, following various meetings with residents and business and the analysis of the public consultation carried out in January /February 2003.

- 4.0 Access to information: Local Government (Access to Information) Act 1985
- 4.1 The following background papers have been used in the preparation of this report:
- Returned questionnaires
 - Executive committee July 2002 Borough Parking Plan
- 4.2 For access to background papers or any further information Please Contact Tony Kennedy on 0208 489 1765

5.0 Background

- 5.1 In July 2002 the Executive Committee approved the implementation programme for the Borough Parking Plan. This included the investigation for the possible implementation of a Controlled Parking Zone in the Finsbury Park Area.
- 5.2 Public local consultation concerning the introduction of a Controlled Parking Zone (CPZ) in the Finsbury Park Area (see map Appendix I) was carried out in January/February 2003. Leaflets inviting public response were distributed to around 1880 households.
- 5.3 A further consultation in the form of a public exhibition was carried out in November 2002. Residents were invited to discuss the Council's preliminary design and proposals at a local venue held in November 2002. Written comments were received and 43 people attended the exhibition.
- 5.4 A subsequent letter was sent out in the second week of February to remind residents the importance of returning the questionnaires.

6.0 CONSULTATION FEEDBACK

- 6.1 Leaflets with attached questionnaires were distributed to 1880 households, ward Councillors and local communities on 26,27,28 and 29 January 2003, with a requested reply date of 28 February 2003. The leaflet is included as Appendix II. A pre-paid envelope was also provided for responses to the questionnaire. Late returns up to a cut-off date of 7 March 2003 have been included in the results.
- 6.2 A summary of the analysis of the consultation of the replies is shown in Appendix III.
- 6.3 Ward members were consulted on the draft consultation document and provided views regarding the wording of the document. A copy of the document was also sent to ward members as part of the consultation exercise inviting views on the proposals. No comments were received.
- 6.4 345 replies were received from the consultation. This represents approximately 18 % return on the number of leaflets distributed.

6.5 Generally, the responses received indicated that the area as a whole is in favour of the introduction of Controlled Parking Zone.

- 65% are in favour of the proposals
- 30% are against.
- 5% are undecided.

6.6 The majority of respondents in the following roads were in favour of the introduction of a CPZ: Albert Road, Ennis Road, Mount Pleasant Crescent, Osbourne Road, Oxford Road, Perth Road, Upper Tollington Park, Victoria Road, Woodstock Road.

6.7 The majority of respondents in the following roads were opposed to the introduction of a CPZ: Florence Road and Lorne Road. The remaining roads were undecided as responses indicated an even split for and against the proposal. These were Marquis Road, Stroud Green Road, Stapleton Hall Road and Victoria Terrace.

6.8 Analysis of Comments Received:-

The most common comments are listed below:

- The predominant view was that controls should operate Monday to Saturday throughout the working day in the range of 8.00 am to 6.30 pm.
- Parking controls are necessary to deter commuters and shoppers.
- Deter Arsenal supporters parking on match days
- Controls should operate Monday to Saturday throughout the working day just for 1 hour during the day.
- Controls should operate Monday to Sunday, for 24 hours.
- Agree with the proposal, but £225 for Business Permits is too much.
- Permits should be free to residents
- No parking problem on their road
- Just another form of Council tax
- Money making scheme for the Council
- More current enforcement
- Removal of all untaxed vehicles

7.0 DESCRIPTION OF THE PROPOSED SCHEME

7.1 The following basic principles have been adopted in the design of the scheme:

- To maximise the amount of kerbside space available for parking consistent with maintaining adequate accessibility and freedom from obstruction – especially for the emergency services.
- To give the highest priority to the parking needs of residents.
- To provide as far as possible for short-term parking needs.
- To provide for the parking needs of residents' visitors.
- To provide for the legitimate parking requirements of local businesses.
- To minimise sign clutter.

7.2 Type and Distribution of Parking Bays

- It is proposed that short-stay parking needs be met by pay and display machines.
- It is proposed that Visitors' parking permits being valid in all bays available for residents' permit holders.

7.3 In order to achieve flexibility in the use of parking spaces, four different classes of bays have been defined:

- Residents' bays located throughout the area. All bays to be available to their visitors.
- Four pay and display bays, located at Upper Tollington Park available for up to 2 hours parking.
- Forty-Seven shared use residents/pay and display bays, located close to shops and other attractions, across the area giving an opportunity for short-stay parking, and access.
- Twenty business bays, located close to local business areas, where there is less pressure from residents.
- Eighteen shared-use residents'/business bays, located close to local business areas, where there is less pressure from residents.
- There are also a number of existing disabled doctors' bays, and Loading bays that would remain.

The break down of the proposed Parking bays is shown in Appendix IV

7.4 Hours of Operation

Following the analysis of the response, the preferred CPZ control period is 8.00am to 6.30 pm Monday to Saturday.

It is also proposed to include a match day scheme that would operate at the same time as the LB Islington's Arsenal Match Day Scheme. This would mean

a control period on match days of 8.30am – 6.30pm Monday – Friday, 8.30am – 8.30pm Saturday and 12.00pm – 4.30pm Sundays and Bank Holidays.

7.5 Pay and Display Tariffs and Permit charges

No tariff was specified during consultations although for comparative purposes the tariff in Finsbury Park for short term pay and display parking will be provided to that similar with the adjoining Green Lanes CPZ. The maximum duration of two hours will be:

£0.60 per 30 mins - as from 1st April 2003

Resident, Visitors and Business permits are proposed to be in line with all other existing CPZ's in the Borough:

£25 per annum for Residents Permits.

£225 per annum for Business Permits.

£0.30p per 2 hours for Visitors' Permits. As from 1st April 2003.

8.0 Financial Implications

8.1 The implementation of the proposed Controlled Parking, will be funded by Congestion Charging funding support from Transport for London.

9.0 Comments of the Director of Finance

9.1 The implementation costs will be met from TfL grant allocation for Congestion Charging CPZs. The scheme when fully operational will make a contribution to the achievement of the parking account income target.

10.0 Environmental Implications

10.1 The implementation of the proposals will improve the local environment by:

- Reducing the amount of commuter parking in the area.
- Making the area safer for pedestrians and cyclists.
- Controls and regulates the problems of abandoned /dumped vehicles.

11.0 Legal Implications

11.1 Should it be decided that a CPZ will be implemented, it will be necessary to make the Traffic Management Order and to follow the statutory procedures pursuant to the Road Traffic Regulations Act 1984 and the Local Authorities Traffic Orders (Procedure)(England and Wales) Regulations 1996.

12.0 Equalities Implications

12.1 Controlled parking is an effective form of deterring commuters from entering into the area. It also promotes the use of public transport, walking and cycling and benefits the people who do not have access to a car.

12.2 The special needs of orange (blue) badge holders are specifically catered for in the provision of on Street parking spaces and specific areas which will have no loading restrictions.

13.0 Conclusions

- 13.1 The consultation results indicate that the majority of residents and businesses, within the consultation area, are in favour of the implementation of a Controlled Parking Zone. Thirteen of the fifteen streets consulted were in favour and two of the streets were against the implementation of a CPZ. These streets are Florence Road and Lorne Road.
- 13.2 In light of the above, the Council should proceed to the next stage of implementation of the proposed parking scheme.

APPENDIX I

Area Map

APPENDIX II

Consultation Document

APPENDIX III

PROPOSED FINSBURY PARK CPZ: CONSULTATION RESPONSES

Table 1: The following responses have been received: -

Number of questionnaires distributed	1880	100%
Number of questionnaires returned	345	18%

Table 2: Break down by address:

Number of respondents who	In favour	Against	Undecided	Total
Albert Road	11	7	2	20
Ennis Road	20	0	0	20
Florence Road	16	30	7	53
Lorne Road	4	13	1	18
Marquis Road	6	5	1	12
Mount Pleasant Crescent	10	7	1	18
Osborne Road	9	1	0	10
Oxford Road	19	4	0	23
Perth Road	23	2	2	27
Stroud Green Road	10	10	1	21
Stapleton Hall Road	10	8	1	19
Upper Tollington Park	22	3	1	26
Victoria Road	5	1	0	6
Victoria Terrace	10	10	1	21
Woodstock Road	48	2	1	51
TOTAL	223	103	19	345

Note:

% in favour of proposals:- **65%**

% against proposals:- **30%**

% undecided:- **5%**

Table 3: Days and hours of operation

Roads	Days of Operation		
	Mon-Fri	Mon-Sat	Mon-Sun
Albert Road	6	7	3
Ennis Road	3	10	7
Florence Road	17	12	8

Lorne Road	8	2	5
Marquis Road	5	3	2
Mount Pleasant Crescent	5	8	2
Osborne Road	2	4	2
Oxford Road	7	4	10
Perth Road	7	12	8
Stroud Green Road	7	5	3
Stapleton Hall Road	4	5	3
Upper Tollington Park	4	15	6
Victoria Road	8	6	5
Victoria Terrace	4	1	
Woodstock Road	7	15	27
TOTAL	94	109	91
	32%	37%	31%

Roads	Hours of Operation		
	8am -6.30pm	8am - 10pm	Other
Albert Road	5	6	3
Ennis Road	13	6	1
Florence Road	19	7	14
Lorne Road	1	3	8
Marquis Road	6	2	2
Mount Pleasant Crescent	8	6	1
Osborne Road	6	2	2
Oxford Road	11	7	3
Perth Road	12	5	10
Stroud Green Road	8	2	5
Stapleton Hall Road	7	4	1
Upper Tollington Park	18	4	4
Victoria Road	14	2	3
Victoria Terrace	5		
Woodstock Road	23	15	15
TOTAL	156	71	72
	52%	23.7%	24%

Note:

% responded in favour of a CPZ with Mon - Sat restrictions:- **37%**

% responded in favour of a CPZ with 8am - 6.30pm restrictions:- **52%**

APPENDIX IV

Proposed Finsbury Park CPZ: Parking Proposals

Table 1: Parking Proposals

Parking Bays	No.
Residents Parking Bays	926
Shared Use - Residents & Pay and Display Parking Bays	47
Pay and Display Parking Bays	4
Business Parking Bays	20
Shared Use - Business & Residents Parking Bays	18

Table 2: Break down by Roads:

Roads	Estimated Demand	Estimated Capacity	Residents bay	Shared Use (Residents & P & D)	P & D	Business	Shared Use (Business & Residents)
Albert Road	90	72	67	-	-	3	-
Ennis Road	54	36	36	-	-	-	-
Florence Road	115	140	140	-	-	-	-
Lorne Road	66	76	76	-	-	-	-
Marquis Road	73	77	69	-	-	8	-
Mount Pleasant Crescent	43	46	38	-	-	-	8
Osborne Road	74	73	71	-	-	2	-
Oxford Road	41	47	47	-	-	-	-
Perth Road	57	48	42	6	-	-	-
Stroud Green Road(Wall & Charter Court)	22	20	10	10	-	-	-
Stapleton Hall Road	79	78	72	-	-	-	6
Upper Tollington Park	72	81	57	15	4	5	-
Victoria Road	98	96	96	-	-	-	-

Victoria Terrace	23	21	21	-	-	-	-
Woodstock Road	116	96	84	16	-	2	4
TOTAL	1023	1007	926	47	4	20	18

