

**RECORD OF DECISION TAKEN  
UNDER DELEGATED AUTHORITY**

All requests for action to be taken in accordance with established delegated authority must be accompanied by an appropriate report setting out all relevant considerations, in particular legal and financial considerations, and with a clear recommendation[s] for action, in order for an appropriate decision to be taken in accordance with the provisions of current legislation.

**Log No.**

**Title of Report: Seven Sisters CPZ Review**

**Reason for relevant paragraph for authority under scheme of delegation**

**1.0 Purpose**

- 1.1 To report the results of the Seven Sisters CPZ review carried out in October / November 2006 and to seek approval to proceed with the recommendations as set in section 11 of this report.

**2.0 Background**

- 2.1 The Seven Sisters CPZ was introduced 1999. As part of our 2006/07 Parking Plan it was approved to review the existing CPZ and to include in the review roads surrounding the zone.

- 2.2 The review is in accordance with the following objectives:

**a) Parking Service Business Action Plan**

The introduction of CPZs, where required, will help create a cleaner, greener environment.

**b) Mayor's Transport Strategy**

The key priorities of policy 4G.1 are;

- To tackle congestion by reducing the level and impact of traffic in town centres and residential areas;
- To make London street's safer and more secure, particularly for pedestrians and other vulnerable street users;

- To manage better use of street spaces for people, goods and services; ensuring that priority is allocated to meet the objectives of the strategy ; and
- To improve the attractiveness and amenity of London's streets, particularly in town centres and residential areas.

**c) Local Implementation Plan (LIP)**

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 for the borough.

A summary of PEP Policies are as follows:

- 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 is committed to full consultation on new or extended CPZs.

**d) Nottingham Declaration**

Haringey Council has recently signed the Nottingham Declaration, committing itself to take positive steps to reduce the impact of local green house gas emissions on climate change. The introduction of parking controls will have an impact on CO<sub>2</sub> emissions by prioritising parking availability.

**3.0 CPZ Review Process**

- 3.1 Two review documents were developed; one for the existing zone and one for the surrounding roads. Ward Councillors were afforded the opportunity to provide their views/comments prior to the finalisation of the consultation review document.
- 3.2 The review documents which consisted of background information, location plan, questionnaire, translation sheet and prepaid envelope were delivered, by hand, to all properties within the consultation area during the weekend of 21<sup>st</sup> October. The deadline date for responses was the 20<sup>th</sup> November; however responses were accepted until the 24<sup>th</sup> November. See Appendix I for review documents.

- 3.3 A total of 5300 review documents were distributed, of which 3000 were distributed to existing roads within the CPZ (Area A) and 2300 to the surrounding roads (Area B).
- 3.4 Two 'drop-in' sessions were held on Tuesday 7<sup>th</sup> November between 4pm – 7pm and Saturday 11<sup>th</sup> November between 10am – 1pm at Tottenham Green Leisure Centre, Philip Lane N15 4JA. The 'drop-in' session gave local residents the opportunity to speak to Council officers about the review prior to completing and returning their questionnaires. A total of 25 members of the public attended the 'drop-in' sessions.

#### **4.0 Review Feedback**

- 4.1 A detailed analysis of the responses from both inside the zone and the roads surrounding the zone is shown in Appendix II.
- 4.2 A total of 177 responses were received from within the existing CPZ (Area A) of which 15 were not suitable for analysis purposes. The 162 valid responses represent a 5.4% response rate.
- 4.3 A total of 231 responses were received from the surrounding area (Area B) of which 8 were not suitable for analysis purposes. The 223 valid responses represent a 10% response rate.
- 4.4 In addition to the returned questionnaires, we received an additional 5 representations consisting of 5 e-mails and 1 petition. See Appendix III for a summary of the issues raised.
- 4.5 **Brief analysis of feedback to questions from within the CPZ**
- 4.6 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.
- 4.7 In total 41% of respondents indicated Mon –Fri as the preferred operating days. A further 31% indicated Mon – Sat (which is the present operating days) and 20% indicated Mon-Sun as the preferred operating days. The remaining 8% did not reply to the question.
- 4.8 In total 43% of respondents indicated 8am – 6.30pm as their preferred operating hours. A further 29% did not reply to the question and 10% indicated support for 8am -8pm operational hours. The remaining 18% were various operating hours.

- 41%
- 4.9 Although the highest response favoured operating days were Mon – Fri, it is clear that there is a majority support for the CPZ to operate for at least six days a week. It is also clear that the most favoured operating hours are 8am – 6.30pm.
- 4.10 **Brief analysis of feedback to questions from roads outside of the CPZ**
- 4.11 A brief summary of the responses received to the salient questions is as follows:
- **34%** of respondents feel that their area is a litter or much worse since the implementation of the CPZ
  - **41%** of respondents find it fairly or very difficult to find a parking space in their street since the Seven Sisters CPZ was introduced
  - **30%** of respondents feel that traffic has increased since the introduction of the Seven Sisters CPZ
  - **40%** of respondents feel that commuters take up too many parking spaces
  - **40%** of respondents feel that parking for their visitors has become more difficult.
- 4.12 The feedback received suggests that there are parking issues within the surrounding roads that need to be investigated further. The figures set out above provide the highest single response to the set questions.
- 4.13 The overall feedback from the review indicates that 43% were in favour of a CPZ extension to include their road and 52% were opposed to parking controls in their road. A further 4% indicated that they don't know and the remaining 1% did not reply. On a road by road analysis of responses however, it can be clearly seen that there is support for an extension of the CPZ. The following is a road by road breakdown of the question "in your opinion do you think that Haringey Council should extend the CPZ to include your street":

**In Favour**

- Winchelsea Road 75%
- Greyhound Road 80%
- Morrison Road 82%
- Loxwood Road 100%
- Mount Pleasant Road 100%

**Neutral**

- Belton Road 50%

**Not in Favour**

- Ranelagh Road 57%
- Eve Road 60%

- Steele Road 83%
- Napier Road 64%
- Crowland Road 62%
- Elm Road 80%
- Gladesmore Road 86%
- Fairview road 90%
- Lealand Road 75%
- Ferndale Road 77%

- 4.14 Although the most favoured operating days from the roads that indicated support for an extension were Mon – Fri with 38%, it is clear that there is a majority support for the CPZ to operate for at least six days a week with 62% support either Mon – Sat or Mon – Sun. It is also clear that the most favoured operating hours are 8am -6.30pm.

## **5.0 Comments from Director of Finance**

- 5.1 The Environmental Services capital budget for 2006/07 contains a provision of £60k for the review and implementation of this scheme. Spend on the scheme to the end of December is £6.3k. Implementation is likely to slip into early next financial year and any unspent budget may need to be rolled forward. Overall cost of the scheme must not exceed the budget provision.

## **6.0 Environmental Implications**

- 6.1 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) Regulations1996. All objections received must be properly considered in the light of administrative law principles, Human Rights law and the relevant statutory powers.
- 6.2 The Council's powers to make Traffic Management Orders arise mainly under sections 6, 45, 46, 122 and 124 and schedules 1 and 9 of the RTRA 1984.
- 6.3 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.
- 6.4 By virtue of section 122, the Council must exercise its powers under the RTRA 1984 so as to secure the expeditious, convenient and safe

movement of vehicular and other traffic including pedestrians, and the provision of suitable and adequate parking facilities on and off the highway. These powers must be exercised so far as practicable having regard to the following matters:

- (a) the desirability of securing and maintaining reasonable access to premises.
- (b) the effect on the amenities of any locality affected including the regulation and restriction of heavy commercial traffic so as to preserve or improve amenity.
- (c) the national air quality strategy.
- (d) facilitating the passage of public service vehicles and securing the safety and convenience of their passengers.
- (e) any other matters appearing to the Council to be relevant.

#### **7.0 Comments of the Head of Legal Services**

- 7.1 The Head of Legal Services has been consulted and agrees with the recommendations and has nothing to add.

#### **8.0 Equal Opportunities**

- 8.1 The consultation documents were distributed to all households/ businesses within the agreed consultation area.
- 8.2 The consultation document included a section offering translation into minority languages and also included a question to determine the ethnic origin of respondents. See Appendix I for breakdown of ethnic origin of respondents.

#### **9.0 Staff Side Comments**

- 9.1 n/a

#### **10.0 Summary of Consultation feedback**

- 10.1 The feedback from the existing CPZ area suggests that most respondents are generally satisfied with the CPZ.

- 10.2 Although the highest response favoured operating days of Mon – Fri, it is clear that there is a majority support for the CPZ to operate for at least six days a week with 51% favouring Mon – Sat or Mon - Sun. It is also clear that the most favoured operating hours are 8am -6.30pm. It is therefore recommended to keep the existing operating days and hours.

with 41%

- 10.3 It can be seen from the consultation results that there is support for an extension of the CPZ to the north of the existing zone. Of this area the majority favour operating days of at least 6 days a week (62%) with operating times of 8.30am - 6.30pm. It is therefore recommended to progress with statutory consultation for this area.
- 10.4 The responses from Eve Road (60%) and Steele Road (83%) do not indicated support for inclusion in an extended CPZ. As they are located on the periphery of the area that does indicate support they can be omitted from any further consultation.
- 10.5 The feedback from Belton Road was 50/50 although only 2 responses were received. As the road forms a continuous boundary with other roads that have shown significant support it should be included for further statutory consultation.
- 10.6 Of those roads to the south of the existing CPZ only 19% supported an extension for their road. It is therefore recommended that this area be excluded from further statutory consultation.
- 10.7 Although 53% of responses from Ranelagh Road and 64% of responses from Napier Road were against a proposed extension, they are surrounded by roads that are in support. It is therefore recommended that they are included for further statutory consultation.
- 10.8 There were no responses received from Lawrence Road or Clyde Road. It is however recommended to include these roads for further statutory consultation to give the residents and businesses further opportunity to express their views.
- 10.9 Additional representation in the form of e-mails and a petition were received from residents of Roslyn Road requesting inclusion in the CPZ. As this road was not included in the review it is not possible to consider their request further at this time. Any future consideration would require consultation with surrounding roads.
- 10.10 Further comments resulting from the CPZ questionnaires suggested the need for more traffic wardens to patrol the streets. It was mentioned that due to lack of wardens to enforce penalty charges, vehicles parked in the CPZ areas without valid permits.
- 10.11 During the review stage a meeting was held with officers from the West Green and Bruce Grove Neighbourhood Office to discuss the issues raised by traders, who requested that some of the residents' only bays in Jansons Road adjacent to Philip Lane should be changed to shared use bays.

- 10.12 Prior to the review starting, a ward Councillor of the area requested that the 2-hour free parking bays adjacent to the Tynemouth Road Health Centre should be retained as free bays. The Council is currently reviewing its free bays due to enforcement problems experienced.

## 11.0 Recommendations

- 11.1 It is recommended that the Leader, Executive Member and Director:

- 11.2 Note the feedback of the consultation set out in this report.

- 11.3 Note the feedback from additional representations received from outside the consultation area.

- 11.4 Authorise council officers to proceed to statutory consultation for the introduction of a Seven Sisters CPZ Extension operational Monday – Saturday, 8am-6.30pm CPZ 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
- Lawrence Road – from junction with Philip Lane to junction with Clyde Road
- Mount Pleasant Road – from junction with Philip Lane to junction with Loxwood Road

- 11.5 Authorises Council officers to proceed to statutory consultation for the conversion of the 15 metres of residents' only bays in Jansons Road adjacent to Philip Lane to shared use (residents and pay & display).

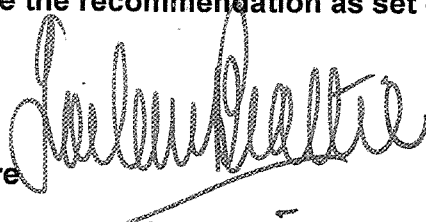
- 11.6 Approves that residents be informed of the Council's decision.



**Decision of Chief Officer**

**I approve the recommendation as set out in the attached report.**

**Signature**



**Date**

23/1/07.

**Concurrence of relevant Executive Lead Member**

**I concur with the above decision.**

**Signature**



**Date**