

**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: Green Lanes CPZ Review

Reason for relevant paragraph for authority under scheme of delegation

1.0 Purpose

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

2.0 Background

- 2.1 The Green Lanes CPZ has been in operation since 2000. It has a Zone A and Zone B, which have different operating day/hours. The Council carried out a review of the scheme during November/December 2006.

- 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's streets 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 CO₂ 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 pre-paid envelop were delivered, by hand, to all properties within the consultation area during the week commencing 23rd October 2006. The closing date for responses was 20th November 2006; however this was extended to 24th November. See Appendix I for consultation documents.
- 3.3 A total of 8600 leaflets were distributed of which 7300 were distributed within the existing area (Areas A&B) and 1300 were distributed in the surrounding roads (Area C).

- 3.4 Two drop-in sessions were held at the Harringay United Church on Green Lanes on 4th November 2006 between 10am and 1pm and on 8th November between 4pm and 7pm. The drop-in sessions gave local residents the opportunity to speak to council officers about the review prior to completing and returning their questionnaires. In total 17 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 571 (7.8%) responses were received from the existing CPZ, which breaks down as 402 from Green Lanes A and 169 from Green Lanes B. A further 120 (9.2%) responses were received from the surrounding area.

4.3 Brief analysis of feedback to questions from within the CPZ

- 4.4 A brief summary of the responses received to the salient questions is as follows:

Green Lanes A

- 54.7% of respondents are either very or fairly satisfied with the CPZ
- 42.6% of respondents are either very or fairly satisfied with the days of operation of the CPZ
- 31.4% of respondents are either very or fairly satisfied with the hours of operation of the CPZ

Green Lanes B

- 56.8% of respondents are either very or fairly satisfied with the CPZ
- 49.7% of respondents are either very or fairly satisfied with the days of operation of the CPZ
- 51.5% of respondents are either very or fairly satisfied with the hours of operation of the CPZ

- 4.5 In Green Lanes A, a total of 58.9% indicated that they wanted the CPZ to operate at least 6 days a week. A further 67% were in favour of a reduction of the operational hours of the CPZ, with the largest support (42.3%) for operating times of 8.00am – 6.30pm.

- 4.6 In Green Lanes B, a total of 52.7% indicated they would prefer a Monday – Friday scheme. A further 40.2% indicated they would prefer the scheme to operate at least 6 days a week. A total of 45.6% of those who responded said they preferred to maintain the current operational hours of 8.00am – 6.30pm while 16.6% were in favour of a 2 hour scheme. Nearly a quarter (24.9%) did not reply to the question. There

were an insignificant number of responses ranging from 1.8% to 5.3% in favour of the other alternatives.

4.7 Brief analysis of feedback from CPZ surrounding roads

4.8 A brief summary of the responses received to the salient questions is as follows:

- 66.7% of respondents feel their area is worse since the implementation of the CPZ.
- 76.7% of respondents feel it is fairly or very difficult to find a parking space in their street since the introduction of the Green Lanes CPZ.
- 68.3% of respondents feel that traffic in their street has increased since the introduction of the CPZ.
- 49.2% and 56.7% of respondents believe that commuters and workers respectively are taking many of the parking spaces in their area.
- 72.5% of respondents feel that parking for their visitors is fairly or very difficult.

4.9 A total of 67.5% of the respondents from the surrounding roads wanted to be included in any future CPZ while 31.7% were opposed. The remaining 0.8% did not reply. The following is a road by road breakdown to the question "In your opinion do you think that Haringey Council should extend the CPZ to include your street?"

YES

- Abbotsford Avenue 57%
- Conway Road 93%
- Cranleigh Road 86%
- Etherley Road 70%
- Terront Road 72%

NO

- Black Boy Lane 73%

4.10 From the surrounding area 51% indicated that they would prefer controls to operate at least 6 days a week with 32% supporting Monday – Sunday controls and 19% supporting Monday - Saturday controls. A further 15% preferred Monday – Friday controls while the remaining 34% did not reply.

4.11 Of all the responses regarding the preferred operating times, 27% indicated support for an all day scheme (8am – 6.30pm). This was the highest single response. A further 33% did not reply.

4.12 During the consultation process we received 1 petition from Conway Road including 55 signatures and photographs comparing the parking situation in Woodlands Park Road (which is in the existing Green

Lanes B CPZ and has ample parking availability during the day) to Conway Road (the section of the road not in the Green Lanes B) where there are parking problems. The petition asked for Conway Road to be included in any future CPZ.

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 £12.6k. Implementation is likely to slip into early next financial year and any unspent budget may need to be rolled forward. Overall cost of scheme must not exceed the budget.

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 Although the response rate (7.8%) was low in Green Lanes A and B, it was in line with other CPZ reviews conducted previously in the borough e.g. the Finsbury Park CPZ review (10.4%) in 2004. The surrounding area attracted a response rate of 9.2%
- 10.2 It is evident from the feedback received that there is support for an extension of the CPZ in all the roads consulted with the exception of Black Boy Lane. In the surrounding area as a whole, 32% voted for Monday – Sunday (7 days a week) controls while 19% were in support of Monday – Saturday controls. A further 15% opted for Monday – Friday controls while a further 34% did not reply. It is recommended however that any extension should be the same hours as the existing Green Lanes Zone B as the perceived weekend parking pressures is related to the operational hours of the existing CPZ.
- 10.3 The responses from Green Lanes A indicated that a majority of residents wanted the CPZ to operate for a minimum of 6 days a week with 27.1% preferring Monday – Saturday and 31.8% preferring

Monday – Sunday. Also, 42.3% (which represents the largest single response) in Green Lanes A preferred CPZ operational hours of 8am – 6.30pm. The current operational times of Green Lanes A CPZ are Monday – Sunday (8.00am – 10pm). It is therefore recommended to change the existing operational hours to Monday – Saturday 8.00am – 6.30pm.

- 10.4 A majority (52.7%) in Green Lanes B wanted the CPZ to operate from Monday – Friday. Of the responses received from Green Lanes B, 45.6% suggested that residents preferred to maintain the current operational hours of 8am – 6.30pm. The current operational times of Green Lanes B are Monday – Saturday (8.00am – 6.30pm).
- 10.5 Support for the reduction in hours was not limited to certain streets but was fairly widespread throughout the existing CPZ.
- 10.6 In summary, in view of the support for parking controls shown in the surrounding roads it is possible to extend Green Lanes CPZ to these roads. It is also possible, based on the responses received and the strong comments in favour of a reduction of the operational times of the existing Green Lanes A and B CPZ to reduce the times to reflect what respondents want.

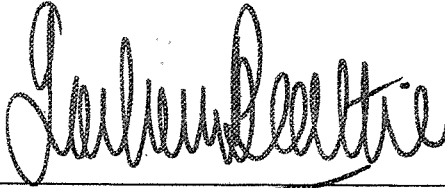
11.0 Recommendations

- 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 Approve a reduction in the operational times of Green Lanes A CPZ from Monday – Sunday 8.00am – 10pm to Monday – Saturday 8.00am – 6.30pm.
- 11.4 Approve a reduction in the operational times of Green Lanes B CPZ from Monday to Saturday 8.00am – 6.30pm to Monday – Friday 8.00am – 6.30pm.
- 11.5 Authorise council officers to proceed to statutory consultation for an extension of the existing Green Lane Zone B in the following roads:
- Terront Road
 - Etherley Road
 - Abbotsford Avenue
 - Cranleigh Road
 - Conway Road (From the junction with Woodlands Park Road to the junction with Black Boy Road)
- 11.6 Approve 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