

Report Title: **Feedback from reviews of the Finsbury Park and Finsbury Park A CPZs**

Forward Plan reference number (if applicable):

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

NPBolger 11th March 11

Wards(s) affected: **Stroud Green**

Report for: **Key decision**

1. Purpose

- 1.1 To report the feedback received during informal consultation for a review of the Finsbury Park and Finsbury Park A CPZs.
- 1.2 To seek approval to proceed with the recommendations as set out in section 3 of this report.

2. Introduction by Cabinet Member

- 2.1 After a series of discussions between Neighbourhoods, Sustainable Transport and ward councillor's regarding parking issues in the Stroud Green ward, it was agreed to review the existing Finsbury Park CPZs to determine if the zones were meeting the needs of the local community. A number of uncontrolled roads to the north and east of the existing zones have also been included in the review process to determine if parking issues exist in these areas and if their residents would support the introduction of parking controls.
- 2.2 This report provides analysis of the feedback received and officer's recommendations on the way forward.

3. Recommendations

- 3.1 Note the feedback from the consultation and additional comments set out in this report.
- 3.2 Authorise officers to proceed to statutory notification for the creation of a new CPZ operating Monday – Friday between 12 noon and 2:00pm. The new zone will incorporate the existing Finsbury Park 'A' CPZ and the following roads.
- Stapleton Hall Road (between Oakfield Road and Mount View Road)
 - Elyne Road
 - Addington Road
 - Quernmore Road

- Mount View Road
- Ridge Road
- Albany Road
- Ferme Park Road
- Granville Road
- Oakfield Road

3.3 Authorise officers to proceed to statutory notification for the creation of three sub zones within the existing Finsbury Park CPZ. The zones will operate at the existing hours, Monday – Saturday, 8.30am – 6.30pm and 12pm – 4.30pm on Sundays and bank holidays on match days and event days. The recommendation is designed to eliminate inter-commuting parking issues within the zones.

The three zones will be split as follows:

Finsbury Park: Woodstock Road, Perth Road, Ennis Road, Oxford Road

Finsbury Park B: Connaught Road, Dagmar Road, Oakfield Road, Cornwall Road, Carlton Road, Beatrice Road, Lancaster Road, Upper Tollington Park (between Oakfield Road and half-way between its junctions with Lancaster Road and Florence Road), Scarborough Road and Carlisle Road.

Finsbury Park C: Stapleton Hall Road (between Stroud Green Road and Lancaster Road), Mount Pleasant Crescent, Albert Road, Lorne Road, Marquis Road, Osborne Road, Upper Tollington Park (between Stroud Green Road and half-way between its junctions with Lancaster Road and Florence Road), Florence Road, Victoria Road, Victoria Terrace.

3.4 Authorise officers to modify / relocate business, pay and display, and shared use bays within the Finsbury Park CPZ to better meet the needs of the local community.

3.5 Authorise officers to inform all residents/traders of the original consultation of the council's decision.

Report Authorised by: Niall Bolger, Director of Urban Environment

Contact Officer: Tony Kennedy, Group Manager, Transport Policy and Projects. 020 8489 1765

4. Chief Financial Officer Comments

4.1 The proposals in this report will extend the Finsbury Park CPZ area. The estimated costs of implementing the measures set out in this report are approximately £180k and will be met from 2011-12 Parking Plan capital allocation of £600k. The projected net additional income from extending the CPZ is £66k per annum which is fully reflected in the 2011-12 service budget.

5. Head of Legal Services Comments

5.1 The Council has power to introduce new CPZs or vary existing ones via Traffic Management Order, under sections 6, 45, 46, 122 and 124 and schedules 1 and 9

of the Road Traffic Regulation Act (“RTRA”) 1984. This report recommends that the Council proceed to the necessary statutory consultation procedures pursuant to the RTRA 1984 and the Local Authorities Traffic Orders (Procedure)(England and Wales) Regulations 1996. All properly made objections received during consultation must be duly considered in the light of administrative law principles, Human Rights law and the relevant statutory powers.

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.

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.

6. Local Government (Access to Information) Act 1985

- 6.1 Returned consultation documents
- 6.2 Minutes of Focus Group meetings
- 6.3 The Council’s Local Implementation Plan

7. Strategic Implications

- 7.1 The Local Implementation Plan (LIP) is a borough wide transport strategy that details how the council’s transport objectives contribute towards the implementation of key priorities set within the Mayor’s Transport Strategy (MTS) and additionally reflects the transport needs and aspirations of people in Haringey.
- 7.2 Local parking policy is an important demand management tool in controlling local congestion and influencing choice of transport. CPZs are one of several parking policies which can be used to influence travel behaviour. By prioritising parking for residents they

can ease local parking pressures, reduce traffic congestion, improve road safety and encourage the use of more sustainable forms of transport.

7.3 The recommendations set out in this report assist with the following LIP objectives:

- Reduce Haringey's CO2 emissions from transport through smarter travel measures to reduce car use and encourage the use of low carbon transport alternatives, to ensure the transport sector makes the necessary contribution to achieving a 40% carbon reduction by 2020 and a 60% reduction by 2025.
- Improve air quality within the borough through initiatives to reduce and mitigate the effects of pollutant emissions from road and diesel operated rail transport.
- Reduce the number of people killed and seriously injured on Haringey's transport network and reduce the number of casualties among vulnerable road users.
- Facilitate an increase in walking and cycling to improve health and wellbeing of Haringey's residents

8. Equalities and environmental Implications

8.1 The consultation documents were distributed to households / businesses within an agreed consultation area.

8.2 The consultation document included a section offering translation into minority languages.

9. Consultation process

9.1 Prior to entering into consultation with the wider community a Focus Group, chaired by the Cabinet Member and attended by council officers, Stroud Green Ward Councillors and local resident/business representatives was arranged to discuss parking issues and agree the format for consultation. The local representatives were identified through Neighbourhoods and details provided by the Ward Councillors. The meeting took place on the 14 September. Officers noted the issues identified at the Focus Group and agreed to take them into consideration along with feedback received during the review process with the wider community. See Appendix I for a copy of the minutes.

9.2 Consultation documents consisting of background information, location plan, a pre-paid cut-out questionnaire and a translation sheet were delivered by an independent distributor to all households within the agreed consultation area. Consultation commenced on the 25 November 2010 with an initial closing date of 17 December 2010. This period was however extended to the 7 January 2011 to compensate for postal delays reported by the Royal Mail as a result of the inclement weather. See Appendix II for a copy of the consultation document.

9.3 The consultation process involved sending questionnaires to residents in the existing Finsbury Park CPZs to determine how the current zones were working and identify if changes should be considered. A different consultation document was sent to residents in an agreed area to the north and east of the CPZs to ascertain if these roads suffered parking stress and if residents/business would support the introduction of controlled parking.

9.4 Feedback received

9.5 Consultation documents were sent to 4,200 addresses within the existing Finsbury Park and Finsbury Park 'A' CPZs. We received 288 responses, which represents a 7% response rate.

- 9.6 A further 2,100 documents were sent to addresses within the possible extension area. We received 332 responses, which represents a 16% response rate.
- 9.7 **Existing CPZ areas**
- 9.8 **Operational Hours** The current operational hours of the Finsbury Park CPZ are Monday – Saturday, 8.30am – 6.30pm and 12pm – 4.30pm on Sundays and bank holidays on match and event days. When analysed 48% of respondents in the Finsbury Park CPZ were satisfied with the operational hours of the CPZ, with the greatest support coming from roads closest to bus and tube stations.
- 9.9 The respondents who were not satisfied with the operational hours in the Finsbury Park CPZ appear to be evenly spread throughout the CPZ. The single largest number (27%) preferred controls to operate for 2 hours a day while 16% of respondents preferred “other” operational hours. The majority of those who preferred “other” operational hours would like to see the CPZ operate for far fewer hours than it currently does. A further 5% indicated they would prefer the existing controls to be extended to the evening while 3% would like all day controls but would prefer different operational hours to those currently in place.
- 9.10 The current operational hours of the Finsbury Park ‘A’ CPZ are Monday – Friday, 10am – 12noon. When analysed 66% of respondents were satisfied with the operational hours.
- 9.11 The above feedback indicates that the existing operational hours should remain for both zones.
- 9.12 **Operational Days** To the question regarding operational days of the CPZ, 54% of respondents from the Finsbury Park CPZ were satisfied. Of those who were not satisfied, the single largest number (34%) would prefer Monday – Friday controls while 8% would prefer controls to operate all week
- 9.13 In total, 65% of respondents from the Finsbury Park A CPZ were satisfied with the operating days. A further 19% preferred controls to operate Monday to Saturday while 8% preferred controls to operate all week.
- 9.14 The above feedback indicates that the existing operational days should remain for both zones.
- 9.15 **Match Day Controls** Match day controls operate in the Finsbury Park CPZ only. In total 55% of respondents were satisfied with the hours while 5% thought they needed to operate for a longer time. A closer look at the figures shows that there was at least one response from every road in the Finsbury Park CPZ (apart from Perth Road and Ennis Road) that thought match day controls were not needed. There were only 2 roads (Stapleton Hall Road and Dagmar Road) where a majority felt that match days controls were not needed at all. On consideration, no changes should be made to the existing match day controls as a majority were satisfied with the current arrangement. We have also discussed this issue with officers from Islington who are happy with the current arrangement for roads in their borough.
- 9.16 **Allocation of Bays** In response to the question of whether there are enough residents’ bays in the Finsbury Park CPZ, 85% of respondents said there were. However, in Ennis Road only 17% (1 out of 6 responses) thought there were enough residents’ bays. In Woodstock Road, the figure was 50% (6 out of 12 responses).
- 9.17 Respondents from Ennis, Woodstock, Perth and Oxford roads, highlighted concerns with inter-commuter parking issues. This was due to residents of the CPZ, in roads further

away from the transport facilities, using the above roads to park closer to the transport facilities and so placing greater parking pressures on these roads. Further concerns identified as providing parking pressures for these roads was the provision of too many pay and display facilities and the issuing of too many essential user service permits for the teachers of Stroud Green Primary School. These views had also been expressed during the Focus Group meeting and previous resident correspondence.

- 9.18 It is recommended to review the provision of pay and display parking in these roads and consider distribution to be more evenly spread along the roads in close proximity to Stroud Green Road. With regards to essential user permits, the Council currently support schools by allowing their staff who are involved in delivering the school curriculum to purchase essential parking permits. Those schools will also have developed a school travel plan which sets out their intentions in terms of sustainable transport. Any essential permits issued are normally restricted to one or two roads near the school. The areas where the essential permit holder may be permitted to park will be investigated to seek a solution to the parking pressure identified during this consultation process.
- 9.19 In the Finsbury Park 'A' CPZ 81% of respondents thought there were an adequate number of bays for residents.
- 9.20 In total 83% of respondents from the Finsbury Park CPZ thought there were enough business bays in the Finsbury Park CPZ. However, only 33% (2 out of 6) of the responses from Stroud Green Road indicated there was adequate provision for businesses. This is not surprising as Stroud Green Road is a busy commercial road that straddles both Haringey and Islington. All business bays catering for the traders in the Haringey part of Stroud Green Road are located in the side streets just off Stroud Green Road. Further analysis of the business permits indicates that 20 permits have been purchased over the past 2 years and the total business parking facilities in the area can accommodate for approximately 48 vehicles. This is made up of 18 business permits bays only and the remainder as shared use bays. It is not therefore our intention to consider further business parking facilities within the zone.
- 9.21 In the Finsbury Park 'A' CPZ 78% thought there were sufficient business bays.
- 9.22 All returned consultation documents are available for public inspection by contacting the Council's Transport Policy and Projects Group on 020 8489 1326. See Appendix III for a road by road breakdown of the responses received.
- 9.23 **Surrounding area**
- 9.24 To question 7 of the consultation document: Do you think there is a need for parking controls in your street? The response for the whole of the consultation area was as follows:
- 66% (218) Yes
 - 34% (114) No
- 9.25 To question 8 of the consultation document: If you answered 'no' to the last question but found that most residents in neighbouring streets said there was a need, would you then want your road to have parking controls? Those who responded "no" to question 7 the feedback was as follows:
- 14% (16) Yes
 - 75% (84) No
 - 11% (12) Don't Know

- 9.26 To question 10 of the consultation document: If parking controls were introduced, what times of the day would you like to see? The response was as follows:
- 18% (54) All day (e.g. 0800 - 1830)
 - 13% (39) All day plus evening
 - 69% (211) Shorter period (e.g. 2 hours)
- 9.27 To question 9 of the consultation document: If parking controls were introduced, what times of the day would you like to see? The response was as follows
- 74% (226) Monday - Friday
 - 9% (27) Monday - Saturday
 - 13% (51) Seven days a week
- 9.28 Overall, the feedback indicates that the majority of those who responded from the surrounding area support the introduction of parking controls to operate from Monday to Friday for a period of 2 hours.
- 9.29 A further Focus Group meeting was arranged for the 15 March where officers reported the feedback received during the review process and their draft recommendations for the way forward. See Appendix I for a copy of the minutes.
- 10. Background**
- 10.1 Since the extension of Finsbury Park CPZ in 2007 a number of residents/traders have highlighted concerns with displacement parking to roads just outside of the zones. We have also received correspondence from residents of the existing zones highlighting operational issues.
- 10.2 In April 2010 officers of Sustainable Transport met with ward councillors from Stroud Green and Crouch End. The objective of the meeting was to discuss parking issues in these wards and agree a holistic approach to addressing the issues.
- 10.3 The above meeting resulted in agreement to review the Finsbury Park and Finsbury Park A CPZs as part of our 2010/11 parking programme. Any measures identified will be delivered in 2011/12.
- 11. Summary**
- 11.1 **Uncontrolled roads** It is evident that there is support for parking controls in all the roads consulted. If Chettle Court (an estate managed by Homes for Haringey with some private parking) is excluded then all roads in the consultation area showed support for parking controls. The preferred operational times suggested by a majority of residents who responded to consultation is Monday to Friday for a period of 2 hours. Please see Appendix III for a full breakdown of the figures.
- 11.2 **Finsbury Park A** The feedback from respondents of the Finsbury Park A CPZ indicates they are satisfied with the current arrangements. However, if as recommended, this area is to be incorporated into a new CPZ to include the uncontrolled roads consulted, consideration will need to be given to changing the operational hours to enable efficient enforcement.
- 11.3 There are a number of two hour zones currently operational between 10am-noon in the Highgate and Crouch End area. Further zones with the same operational hours will place

pressure on the Council's Enforcement team to effectively enforce the zones. It is therefore advised that the new zone should operate during the hours of noon-2pm.

- 11.4 **Finsbury Park** The feedback from the existing Finsbury Park CPZ indicates that respondents are generally satisfied with the current operational hours and days of the zone. Although there is some support for a reduction in the current operating hours it is insufficient for further consideration at this time.
- 11.5 There are however issues related to inter-commuter parking and the allocation of bays that needs to be addressed as part of this review. This can be achieved through the consideration of new zone boundaries and a review of the existing business, pay and display and shared use bays. The zone boundaries will split the existing Finsbury Park CPZ into three sub-zones with permit parking confined to roads within each sub zone. This will prevent the identified inter-commuting parking issues. The operation hours of the sub zones will remain the same Monday – Saturday, 8.30am – 6.30pm and 12pm – 4.30pm on Sundays and bank holidays on match and event days.
- 11.6 A reverend of the Stroud Green Baptist Church relayed his views about the consultation process to the Council through his ward councillor. The reverend would like to see the match day controls scrapped. The feedback as summarised in this report suggests that residents would prefer the controls to stay. As a majority would like to retain the controls we would recommend they are maintained.

12. Implementation

- 12.1 If the recommendations of this report are approved, the key milestones for the introduction of the works will be as follows:

• Prepare Statutory Notification documents	March 2011
• Statutory Notification period	April / May 2011
• Write report of feedback from Statutory Notification	June 2011
• Delegated Approval	July 2011
• Prepare Works Notices	July 2011
• Introduce works on site	August / September 2011
• Go Live	September 2011

- 12.2 The above dates are subject to addressing any representations received during the statutory notification process.

13. Use of Appendices / Tables / Photographs

Appendix I	Minutes of meetings
Appendix II	Consultation document
Appendix III	Analysis of feedback
Appendix IV	Plan of proposed new CPZs

Appendix I – Minutes of meetings

FINSBURY PARK CPZ RESIDENTS' FOCUS GROUP MEETING – 15th FEBRUARY 2011 AT STROUD GREEN PRIMARY SCHOOL

Present: Councillor Nilgun Canver - (Cabinet Member, Neighbourhoods) in the Chair; Councillor Richard Wilson, 13 local residents, officers from Frontline Services; Tony Kennedy (Transport Policy & Projects Group Manager), Chris Roberts-Wray (Parking Projects Team Leader), Greville Percival (Consultation officer), Bob Goldsmith (Neighbourhood Management Service).

Apologies for Absence: Councillor Kathleen Reece, Councillor Ed Butcher, Monica Brimacombe (Senior Communications Officer), Sian Roberts (Focus Group Member)

Meeting minutes by: Bob Goldsmith

1. PURPOSE OF THE FOCUS GROUP MEETING

Cllr Canver welcomed residents to the meeting, explaining that it had been convened to discuss the outcome of recent informal consultation within the neighbourhood about controlled parking. In the light of the consultation's findings the Council would now be developing options for amending arrangements for existing CPZs, and potentially looking to introduce new parking controls in streets around Harringay Station. The Council was eager to hear residents views on how best to move forward with these options. Views expressed during the meeting would help inform the report to Cabinet.

2. OVERALL RESPONSE TO THE CONSULTATION

Tony Kennedy (TK) reported that the response rate to the consultation had been 7% within the existing 'Finsbury Park' and 'Finsbury Park A' Zones, and 16% within the neighbouring streets consulted outside these zones. He clarified that the average rate of response to similar consultation across the borough was around 8 – 10%, so the response rate in Finsbury Park was adequate for the council now to move forward.

3. ISSUES RELATING TO THE EXISTING FINSBURY PARK ZONE

3.1 *Outcome of Consultation on Proposed Hours and Days of Operation within the 'Finsbury Park' Zone*

TK reported the following outcome from the informal consultation:

48% satisfied with the existing hours (Monday to Saturday 8.30am to 6.30pm);

8% seeking longer hours of operation stretching into the evening;

27% wishing to reduce operation to two hours a day.

55% satisfied with the existing hours for match day controls

5% seeking longer hours for match day controls

54% satisfied with the operational days
34% sought only Monday – Friday controls

3.2 Other issues raised during the consultation were:

- 1 Request for more pay-and-display bays for customers of local shops,
- 2 Request for loading bays to assist local shops,
- 3 Concerns about commuting within the zone, that people with permits living on the peripheral of the zone are driving closer to Finsbury Park Station to park.
- 4 A shortage of available parking bays in certain streets because of the high number of essential worker permits granted to teachers at Stroud Green School.
- 5 Request was made to liaise with LB of Islington on pay and display parking,

3.3 Proposals for Change

TK set out the following proposed changes:

- 1 Subdivide the current Finsbury Park Zone into three separate zones, to overcome the problems of internal commuting.
- 2 Introduce additional pay and display bays
- 3 Review the location of existing business bays, noting that currently there is more than enough provision to meet demand.
- 4 Enter into discussions with Stroud Green School about their needs for - essential worker permits, noting they currently have between 19 -20 permits, and to seek to distribute the essential permits more equitably around surrounding roads.

3.4 Commuter Parking within the Existing Finsbury Park Zone

Residents from streets around Finsbury Park Station welcomed the proposal to sub-divide the existing Finsbury Park Zone into three. For example residents of Perth Road reflected that it is currently impossible to park within their street after the morning rush-hour, yet all the cars parked have permits allowing them to park within the zone. Meaning they have driven in from streets further away to park near the station.

3.5 Hours of Operation within the Proposed Three New Zones Created Out of the Current Finsbury Park Zone

The view was expressed by some residents present that the Council should not be assuming that the same consistent hours need to apply within all three zones. Reference was made for example to Saturday afternoon controls, which may perhaps not be needed within streets further away from Finsbury Park Station.

3.6 Match Day Signs

Some residents were critical that Haringey Council provides insufficient

information to inform drivers about the dates of Arsenal FC home games when match-day controls are in operation. Reference was made to drop-down signs provided in neighbouring Islington streets giving the dates of the next two Arsenal FC home games. TK reassured the meeting that officers were meeting with LB of Islington with the aim of introducing an additional sign with a phone number to assist in identifying Arsenal FC current fixtures by extending the phone line that is operating in Islington to enable Haringey residents to confirm matches. Also the drop-down date option would also be investigated.

3.7 *Finsbury Park Major Events*

Residents pointed out that the current match day restrictions also apply to days when 'major Finsbury Park events' are taking place. However there seemed to be no agreed definition of 'major event' or way for residents or visitors to find out when they are happening. Officers agreed to take away this point for further consideration.

3.8 *Simpler Signage*

This led to discussion about the adequacy in more general terms of the current signage. Reference was made for example to inconsistencies in hours of operation between adjacent loading bays and parking bays. Some residents argued that the current signage was most confusing. TK agreed to take this point back for further investigation. He referred to Department of Transport guidance, to which the existing signage complies. However he agreed to look at bettering this with clearer signs should this prove possible.

3.9 *Pay and Display Bays*

Residents felt that the pay and display bays should, where possible, be placed along stretches of kerbside not immediately outside people's homes. They also wanted some pay and display bays close to shops in Stroud Green Road – perhaps on the stretch of road going up towards the junction with Stapleton Hall Road – so that these shops can benefit from passing trade. These bays could perhaps take the place of existing business bays, given the low take up of these bays (ie: switching parking from employees of local shops to customers). Consultation should take place on this specifically with the Stroud Green Businesses Association.

3.10 *Correcting Minor Anomalies in Allocation of Kerb Space*

TK observed there appeared to be a number of instances where perhaps allocation of kerb space between different parking uses could be reviewed. He asked resident and community representatives to write to him pointing out any anomalies that they feel could be addressed during the review.

3.11 Traffic Bottlenecks on Stroud Green Road

Residents referred to problems with traffic bottlenecks on Stroud Green Road - (specifically the stretch of roadway immediately to the south of Upper Tollington Park) - suggesting that some double-yellow lines here might help traffic flow, particularly for buses.

3.12 Taxis Parking on Double-Yellow Lines and Parking Bays around the Upper Tollington Park / Stroud Green Road Junction

A reference was also made to taxis constantly parking on double yellow lines and within residents' bays around this junction. This issue will be referred to the Stroud Green Safer Neighbourhoods Policing Team, who are already issuing notices for dangerous parking at this location which is also subject to certain other local enforcement issues.

4. ISSUES RELATING TO BOTH THE EXISTING FINSBURY PARK 'A' ZONE, AND ADJOINING STREETS AROUND HARINGEY STATION PROPOSED FOR INCORPORATION INTO THIS ZONE

4.1 Outcome of Consultation on Hours of Operation and Days of Operation in the 'Finsbury Park A Zone'

TK reported the following outcome from the informal consultation within the existing Finsbury Park 'A' Zone:

66% satisfied with the existing hours (Monday to Friday 10.00am until 12.00 mid-day).

65% satisfied with the operational days
19% sought only Monday – Friday control

4.2 Outcome of Consultation within the Surrounding Area about Potential Extension of the 'Finsbury Park A Zone'.

TK reported the following response to the question 'Do you think there is a need for parking controls in your street?'

66% - yes
34% - no

The favoured hours of operation for these parking controls was a shorter period (eg: two hours Monday to Friday).

4.3 Hours of Operation of the Extended Zone

TK explained that it would probably prove necessary to change the hours of operation for this zone from 10.00am – 12 noon (as presently) to 12 noon – 2.00pm. This was because of operational requirements

around numbers of traffic wardens available for enforcement, given existing pressures on staff time within the neighbouring Crouch End 'A' Zone.

This led to some discussion about whether residents would merely shift their cars between the two zones, were there different hours of operation (references were made to drivers currently even moving their cars temporarily onto the zig-zag lines at school gates to avoid parking tickets).

Instead one resident that a shared time band 10.00am to 2.00pm would be better and clearer for these zones. Other residents disagreed, arguing that the findings from the consultation gave no mandate for this longer time band.

There was no consensus around operational hours, but the pros and cons of the various options were fully discussed.

4.4 *Urgent and Welcome Introduction of Parking Controls in Mountview Road and Ridge Road*

Residents of Mountview Road and Ridge Road welcome the proposed introduction of parking controls within their streets. They also emphasised the need for urgent and immediate action to introduce these controls, given the imminent arrival of the extended Crouch End 'A' Zone, which would immediately displace even more parking within their roads whilst they await introduction of the new controls within their streets and around Harringay Station.

4.5 *The Name for this Proposed Zone*

Residents suggested renaming this extended parking zone 'Stroud Green' to clarify the difference in hours of operation etc between this zone and those in Finsbury Park.

4.6 *Oakfield Road Railway Bridge*

TK recalled previous discussion around the often vacant residents' bays along the Oakfield Road railway bridge. He reported that the Council would be looking at potentially more beneficial uses for this often vacant kerb space.

4.7 *Need for Designated Parking Bays for Users of Stroud Green Library and Employees Working in Shops within Quernmore Road*

TK acknowledged the need to provide parking bays both for users of Stroud Green Library and employees working within shops in Quernmore Road. Residents living in the vicinity of the shops emphasised the high value they attach to these shops; much work had taken place over recent years to regenerate the parade.

5. TIMESCALES

TK advised the meeting of anticipated timescales for introduction of the changes, assuming they meet with agreement during the statutory notification. The timescale reported at the meeting was estimated times and TK reported that officers would be seeking to shorten the delivery where possible and include the final forward programme in the Cabinet report.

- 1 Report to Cabinet seeking decisions on how to approach statutory consultation – March 22nd
- 2 Commence statutory consultation – April
- 3 Report to Cabinet Member – June / July
- 4 Inform residents of changes being introduced – September
- 5 On-street work – October
- 6 Go Live - November / December

The Council would be looking to expedite this within practicalities.

Bob Goldsmith
Neighbourhood Manager – Crouch End, Hornsey and Stroud Green
Haringey Council
Email: bob.goldsmith@haringey.gov.uk
Telephone: 020 8489 4531 / 07967 336229

**FRONTLINE SERVICES
SUSTAINABLE TRANSPORT**

MINUTES

Title : **Residents' Focus Group Meeting**

Date : **14 September 2010 18:00pm – 20:00pm**

Venue : **Stroud Green Library, Quernmore Road, N4**

Present : Cllr Canver (Chair), Cllr Wilson, Tony Kennedy (Sustainable Transport), Chris Roberts-Wray (Sustainable Transport), Vincent Adenowo (Sustainable Transport), Bob Goldsmith (Neighbourhood Manager Crouch End), Stroud Green Safer Neighbourhoods Team and 25 focus group attendees (names at end)




Apologies : Cllrs Reece, Butcher

Minutes : Bob Goldsmith, Vincent Adenowo

Distribution : As above plus Joan Hancox and other Focus Group invitees.

ITEM NO	ITEM	ACTION by
1	Purpose	
1.1	<p>Cllr Canver welcomed residents to the focus group meeting explaining that it had been convened to provide opportunity:</p> <ul style="list-style-type: none"> •1 for residents living within the existing Finsbury Zone to give views on its operation – including the hours of operation, allocation of bays between different groups of users and boundaries. •2 for residents living outside the zone to discuss calls for its potential extension, and to evaluate parking pressures within their local streets 	
2	Issues relating to the existing Finsbury Park Zone	

<p>2.1</p>	<p>Residents identified the following reasons for the current parking pressures in Woodstock, Ennis and Perth Roads:</p> <ul style="list-style-type: none"> a) Residents living on the fringes of the zone commuting to Finsbury Park Station on weekday mornings, leaving their cars in Woodstock, Ennis and Perth Roads. b) Teachers at Stroud Green Primary School reputedly having 19 permits to park in Woodstock and Ennis Roads. Residents questioned the validity of making this provision available, and the decision to restrict teachers' parking to the two streets concerned. The decision to grant these permits was thought to relate to challenges around teacher recruitment. c) Provision for local pay and display parking being concentrated solely within Woodstock Road. d) Evening parking pressures, thought to relate to drinkers at the Faltering Fallback Public House. 	<p>Office invest</p>
<p>2.2</p>	<p>Wider issues affecting the current zone mentioned by residents included:</p> <ul style="list-style-type: none"> a) Inadequacies with the Arsenal match day signage – residents mentioned that within Islington streets the signage includes the dates of future matches, information not provided within Haringey. The view was expressed that many residents have visitors staying over the weekend that are inadvertently caught out by match day restrictions. b) Lack of pay and display provision in Lancaster Road and other streets within the north-eastern corner of the zone. c) The residents' bays over the bridge on Oakfield Road are underused. It was pointed out that the designations of the bays could be changed to ease parking pressures elsewhere. d) The operational hours of the Pay and Display bays outside Stroud Green school are Mon – Sat, 10am – 5pm while the CPZ operates from Mon – Sat, 8am – 6.30pm. Residents have complained that this causes problems for visitors who arrive before 5pm but intend staying on until after 6.30pm 	
<p>3</p>	<p>Issues relating to roads outside the existing zone</p>	

<p>3.1</p>	<p>This discussion focused mainly around three roads Mountview, Ridge and Quernmore roads. This issues identified were as follows:</p> <p>a) Displacement from existing controlled parking zones evidenced by:</p> <ul style="list-style-type: none"> ▪  a constant presence of commercial vehicles parking overnight, indeed even for days on end – including breakdown trucks with broken-down cars being towed and white vans; ▪  a constant presence of mobile homes and caravans; ▪  cars owned by residents who have decided not to renew their CPZ permits parking in the neighbouring roads outside the zone. <p>b) Commuters using Haringey Station.</p>
<p>3.2</p>	<p>Residents from these streets spoke of regularly needing to park as far away as Denton Road, Ferme Park Road and Weston Park when returning home, giving examples of the turmoil this causes for parents with small children, unloading shopping and for carers with elderly relatives.</p>
<p>3.3</p>	<p>Residents also spoke of unavoidably needing to park on double-yellow lines on street corners or to double park to unload shopping and children, something which inevitably was leading to parking tickets. Hence their urgent requests for introduction of controlled parking.</p>
<p>3.4</p>	<p>Residents also spoke with resigned frustration about the presence of empty parking bays further down Mount View Road, within the Crouch End CPZ.</p>
<p>4</p>	<p>The next stages of the consultation process</p>

4.1	Tony Kennedy explained that the Council would be carrying out informal consultation with residents during October/November 2010. The outcome would be reported to Cabinet in January 2011. Subject to the outcome of the consultation process, statutory notification for any identified measures will take place in March/April 2011.	
4.2	The informal stage will consist of a consultation document being distributed to every household and business within the consultation boundary. The consultation would also be publicised in the local press and through posters displayed throughout the area.	
4.3	The meeting then split into two separate workshops, covering respectively the streets covered by the existing CPZ and the streets where the review process has been extend too.	
4.4	The object of the workshops was to agree the wording and information provided in the consultation document.	
5	Workshop for roads included within the existing zone	
	The workshop worked through the draft consultation questionnaire and suggested the following changes:	
5.1	<ul style="list-style-type: none"> •1 There needs to be a question 'Do you own a vehicle?' - <i>This question will be incorporated into the consultation document.</i> 	
5.2	<ul style="list-style-type: none"> •2 It was suggested that there needs to be a question relating to the peculiar problems of Woodstock Road, Perth Road and Ennis Road about intra-CPZ parking - <i>The questions in the consultation document are generic to afford residents to provide feedback to all questions. There is however a blank page at the end of the questionnaire where residents will be able to make comments about issues relating to their particular road</i> 	
5.3	<ul style="list-style-type: none"> •3 It was suggested that a question related to permits issued to teachers of Stroud Green School should be included in the document – <i>This issue is being investigated separately to this consultation.</i> 	
6	Workshop for roads outside the existing zone	

	<p>The workshop worked through the draft consultation questionnaire and suggested the following changes:</p> <p>Proposed New Preliminary Questions</p> <p>6.1 •1 There needs to be a question ‘Do you own a vehicle?’ - <i>This question will be incorporated into the consultation document.</i></p> <p>6.2 •2 There needs to be a question ‘Do you have access to off street parking?’ - <i>This question will be incorporated into the consultation document.</i></p> <p>6.3 •3 There needs to be information in the document regarding the issue of displacement – <i>This information will be incorporated into the consultation document.</i></p> <p>6.4 Question Two - Revise the question to refer to ‘parking pressures’ rather than ‘traffic’. <i>Agreed.</i></p> <p>6.5 Question Three - The categories quoted within the draft questionnaire as presented to the meeting did not reflect the causes of parking pressures within the local roads. This list should be amended to read:</p> <p style="padding-left: 40px;">a) Commuters;</p> <p style="padding-left: 40px;">b) Overflow from existing CPZs;</p> <p style="padding-left: 40px;">c) Commercial and other long-term parking;</p> <p style="padding-left: 40px;">d) Others</p> <p>The wording should be ‘in your street’ rather than ‘area’. <i>All above agreed</i></p> <p>6.6 Question Five – Should include another question: would you answer ‘yes’ if a CPZ is introduced in a neighbouring road? <i>Agreed.</i></p> <p>6.7 Question Seven – There should be information in the document related to why different hours are used with examples provided. <i>Agreed.</i></p>	
<p>7</p>	<p>Next Steps</p>	
<p>7.1</p> <p>7.2</p>	<p>The revised draft questionnaire will be circulated to Focus Group members and ward cllrs for comment prior to printing and distribution.</p> <p>The Focus Group will be reconvened once the feedback of the informal consultation has been analysed.</p>	

<p>Focus Group Attendees</p> <p>Donald Audin - Resident Sally Billot - Mary Ann Charnley - Resident Margaret Cheng - Resident Tim Coles - Resident Maive Dorrian – Mount Pleasant Villas James Everard – Quernmore Road Trevor Ford Terry Gethin Tim Gill - Resident Nicci Gotch – Mount View Road Nigel Greenyor Martin Holton - Resident Terry and Shirley Husband – Concord Neighbourhood Watch Sue Kerr - Resident Anne McArthur – Woodstock Road Association David Miles - Resident J O’Neill – Concord Neighbourhood Watch Stephanie Owen - Resident Madeline Palm – Woodstock Road Association Pat Sinclair Richard Stokes Richard Wakelin - Resident Selina Webb PCSO Laura Phillips – Stroud Green Safer Neighbourhood Team</p>	
---	--

Appendix II – Consultation documents

Please see

Separate documents

for the consultation documents in

Appendix II

Appendix III – Analysis of feedback

Please see

Separate documents

Showing analysis of feedback

for the Finsbury Park CPZ

Appendix III

Appendix IV - Plan of new proposed CPZs

Please see

Separate maps

for the Finsbury Park CPZ

Appendix IV