

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: Report of statutory notification on proposals to increase P&D provision in the Clyde Road and Lawrence Road area

Reason for relevant paragraph for authority under scheme of delegation

Decision of Chief Officer

I approve the recommendations set out in this report.

Signature



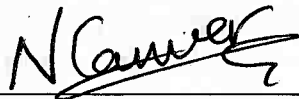
Date

8/9/2011

Concurrence of relevant Cabinet Lead Member

I concur with the above decision.

Signature



Date

8/9/2011

1.0 Purpose

- 1.1 To report the representations received during statutory notification for proposals to provide pay and display parking facilities on Clyde Road and Collingwood Road.
- 1.2 To report the representations received on proposals to introduce parking charges to the car park located at the junction of Clyde Road and Lawrence Road.
- 1.3 The report will set out officers' responses to the comments received during this period.
- 1.4 To seek approval to proceed with the recommendations as set out in section 10 of this report.

2.0 Background

- 2.1 The Tottenham Green Ward Councillors approached Sustainable Transport regarding requests made by the Mosque, located on Collingwood Road, for assistance to address parking issues for its congregation. Following analysis of the existing parking conditions along Clyde Road it was identified that the resident bays were not being utilised and consideration could be given for converting them to shared use bays, providing parking availability for visitors to the mosque.
- 2.2 The existing car park located at the junction of Clyde Road and Lawrence Road was also identified as a location where short term parking provision could be provided. The car park is under the ownership of Homes for Haringey (HfH) but is not attached to any HfH housing stock. In view of this, the car park has been left unmanaged and is currently being utilised by vehicles belonging to travellers of the nearby site, residents of Studio 28 properties and some of the local businesses. A number of abandoned vehicles and rubbish dumping issues have also been identified.
- 2.3 Since the initial request for additional visitor parking availability, the local Ward Councillors have identified a number of environmental issues in the area, particularly along Lawrence Road. A Lawrence Road Action Plan involving a number of different departments has been set up to address identified issues in a coordinated way and this work feeds into the action plan.

3.0 Statutory notification

- 3.1 Statutory notification is the legal part of the process required before modifying or implementing parking controls. In summary, before making an order to modify or 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.

3.2 Statutory notification took place from 5 May and representations were accepted until 27 May 2011. A total of 200 documents were distributed to all properties within the agreed extension areas

3.3 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, neighbouring boroughs, and the council's waste management services. No representations have been received from the statutory bodies consulted as part of this process.

4.0 Representations received during the statutory notification period

4.1 A total of 4 individual representations were received during the statutory notification period. Only one objected to part of the proposals the other were seeking information or requesting additional measures. The representations and the council's response is as follows:

4.2 Representation: A resident commented via a ward councillor "*the car park pay & display Ok. Shared use by mosque not. We had the mosque parking issue dumped on us by planning saying everyone would walk to it. So make it double yellow 24x7 or CPZ residents permits 24x7 around the mosque, so as the fulfil the planning requirements*".

4.3 Council response: We have identified a number of bays along Clyde Road that are not utilised for large parts of the day. In view of this we believe it is possible to provide this facility without impacting on residents own parking availability. There is no justification for providing double yellow lines at the locations identified. Therefore we do not uphold this objection.

4.4 Representation: A ward councillor asked if residents who previously used the car park would be able to obtain resident permits for the car park.

Council response: Annual season tickets for the council's off street car parks are available; however they cost more than the average resident permit. Due to the limited number of bays (14) that can be accommodated within the car park there would be a need to limit the number of season tickets available, in order that our primary objective of providing short stay pay & display parking is maintained.

Consideration can however be given to including the uncontrolled section of Lawrence Road into the Seven Sisters CPZ. This will provide parking provision for residents and businesses whilst also addressing some of the environmental issues identified in the Lawrence Road Action Plan.

- 4.5 Representation:** A ward councillor commented that while Clyde Road was fairly wide the proposed echelon parking may still be problematic.

Council response: Echelon parking can be an issue at locations where traffic volume is high. Along Clyde Road visibility is good and the road width sufficient to accommodate this type of parking. We have consulted both the Police and Fire Brigade regarding the design and received no objection.

- 4.6 Representation:** A resident from Elizabeth Place, whilst not directly commenting on the proposal, raised concerns with obstructive parking taking place along her road and requested the introduction of double yellow lines.

- 4.7 Council response:** This location has already been identified as an area that would benefit from the introduction of waiting restrictions and statutory notification ended on 14 July. Subject to addressing any objections, the restrictions are programmed for implementation in October 2011.

5.0 Chief Finance Officer Comments

- 5.1** Provision for the implementation of the proposed measures to the CPZ was made in the Parking Plan capital budget for 2011-12. Other costs around consultation can be contained within existing budgets

5.2 Service Finance comments

- 5.3** Financial appraisals have been produced for the following:

- Introduction of pay and display to the car park.
- Introduction of shared use bays along Clyde Road.
- Extension of Seven Sisters CPZ to include the remainder of Lawrence Road.

5.4 Introduction of pay and display parking to car park

- 5.5** Initial costs £7k. Assuming 75% usage per day & with 25% @ 2 hrs, and one at all day: Estimated income will be £6,900 per year. Estimated running cost @ £3,600 per year leaving a net income of £3,300. (Running cost includes cash collection, lines maintenance and

enforcement) The initial costs of £7k are estimated to be recovered in about 2 years. Calculation assumes a charge of £1.90 per hour.

5.6 Extension of Seven Sisters CPZ to include remainder of Lawrence Road and introduction of shared use bays along Clyde/Collingwood Road.

5.7 Initial costs £17000. Estimated income will be £19200 per year. Estimated running cost @ £7950 per year leaving a new income of £11,250. (As above running cost includes cash collection, lines maintenance and enforcement). The initial costs are estimated to be recovered in 1.50 years

6.0 Environmental Implications

6.1 Before reaching a decision to make the necessary Traffic Management Order to implement or amend 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, 9, 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 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 legal implications of making an experimental traffic management order are addressed in section 6.0 above

8.0 Equal Opportunities

8.1 Statutory notification is open to any interested party to comment on the Council's intention to provide parking controls.

9.0 Summary

9.1 The Lawrence Road area has been identified as a location requiring attention to address a number of environmental issues. The proposals set out in this report will assist in addressing some of the problems identified through the Lawrence Road Action Plan.

9.2 Representations received during statutory notification for the introduction of pay and display facilities along Clyde Road and the car park did not provide any significant objection that would prevent proceeding to implementation.

9.3 The Lawrence Road Action Plan has also identified parking issues in the remaining unrestricted section of Lawrence Road. Although this was identified after the commencement of statutory notification for the proposals set out in this report, it would be beneficial to address all parking management considerations in a holistic way. It is therefore recommended to include the unrestricted section of Lawrence Road into the Seven Sisters CPZ under experimental powers. This will allow us to co-ordinate implementation with the measures for Clyde Road and the car park. It will also allow us to consider changes to the bays layout subject to demand and feedback from local residents and businesses once implemented. See Appendix II for parking bay layout plans.

9.4 Although outside the proposals set out in this report, the Council is currently considering a local safety scheme around the West Green /

Philip Lane triangle. The proposal will provide public realm and safety benefits and has been broadly supported by the Ward Councillors and TfL officers. The scheme does however require the relocation of a bus stand. Lawrence Road has been identified as a possible location and it is recommended this be included in the experimental process for the inclusion of Lawrence Road into the Seven Sisters CPZ.

10.0 Recommendations

10.1 It is recommended the Director and Cabinet Member approve the following :

- (i)** Approve the introduction of shared use resident / pay and display bays along the northern carriageway of Clyde Road.
- (ii)** Approve the introduction of pay and display parking to the car park at the junction of Lawrence Road and Clyde Road
- (iii)** Approve for the extension of the Seven Sisters CPZ to include the remainder of Lawrence Road under an experimental traffic management order.
- (iv)** Approve that residents and businesses be informed of the delegated decision.

APPENDIX I

Statutory Notification document



5 May 2011

Statutory Notification for Proposals to provide pay and display parking facilities in the Clyde Road Area

Dear Resident or Trader,

I write to inform you of our proposals to maximise the use of parking bays in the Clyde Road area through the introduction of pay and display parking facilities. The proposals are designed to provide short stay parking availability for the benefit of visitor's to the area and will maximise under used kerb side space. The measures consist of the following:

Introduction of additional shared use parking bays along Clyde Road and Collingwood Road - This will involve providing 'shared use' resident and pay and display parking bays along Clyde Road. The bays will be in the form of 'echelon' (diagonal) type parking bays to maximise available kerb side space. We also intend to convert a small number of existing resident-only parking bays located outside the mosque in Collingwood Road to shared use parking bays.

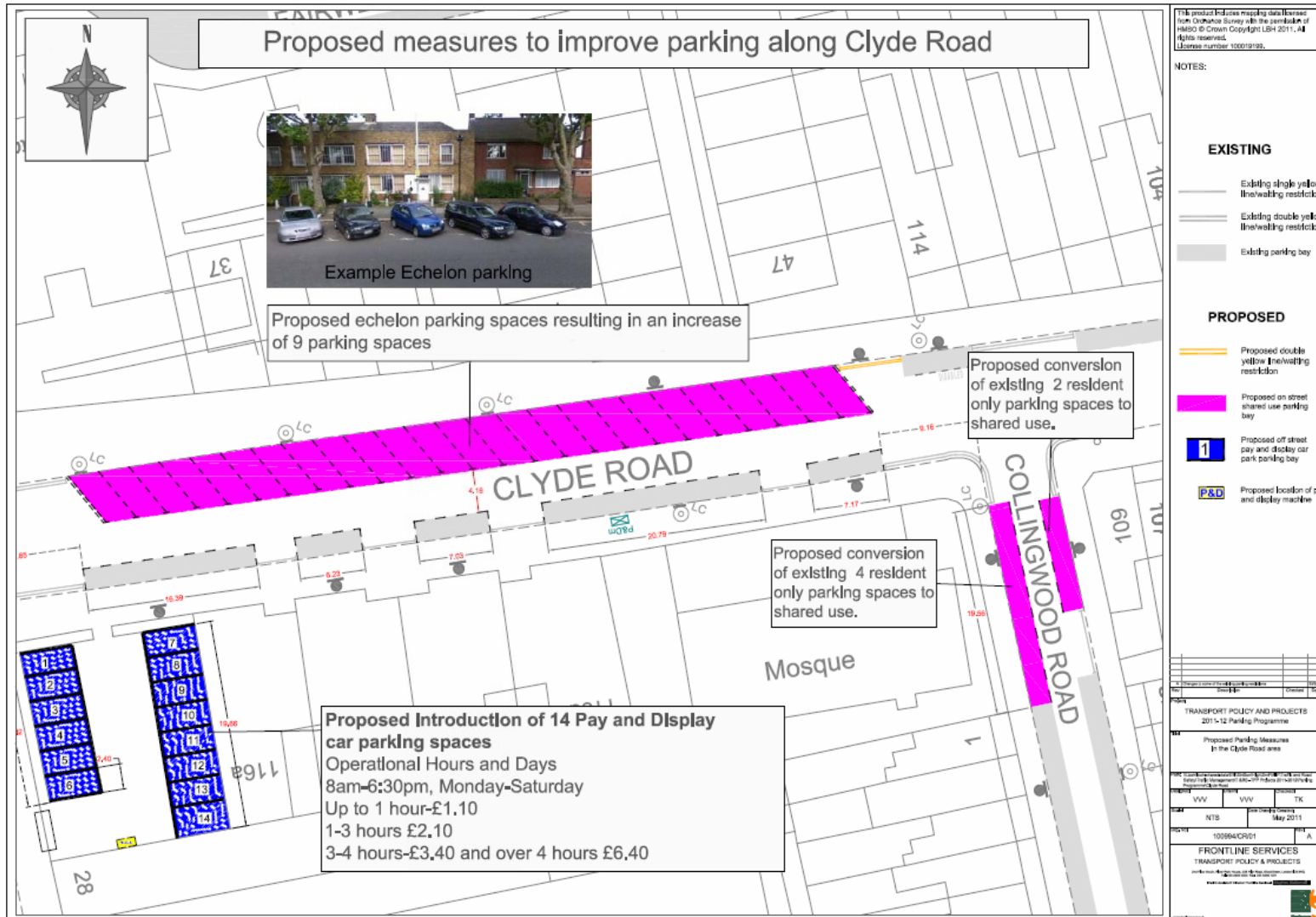
Conversion of the car park on the junction of Clyde and Lawrence Road to pay and display - The existing car park will be converted to pay and display. This will assist in the management of the car park and provide further short stay visitor facilities between Monday-Saturday 8am-6:30pm.

Plans of our proposals are set out overleaf. This letter marks the start of a three week 'statutory notification' legal process during which we welcome views and comments on the proposals. The process includes Public Notices advertised in the local press, the London Gazette, and in the local area. You can 'have your say' and comment on the measures by email to frontline.consultation@haringey.gov.uk or talk to the Project Engineer: Vincent Valerio on 0208 489 1325. Alternatively you can write to us at the address above.

Thank you for your interest and attention.

Yours faithfully,

Joan Hancox
Head of Sustainable Transport



APPENDIX II

Lawrence Road – Parking bay layout plan

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NOTES:

Legend:

Proposed

- Shared use parking bays (Permits and Pay & Display)
- Permits only parking bays
- Pay & Display only parking bays
- Proceed Bus Stand
- Single Yellow Lines
- Double Yellow Lines
- Pay & Display Machine

Existing

- Parking bays
- Single Yellow Lines
- Double Yellow Lines
- Vehicle Access Bays
- Seven Sisters CPZ Boundary

- Existing post and sign
- Existing sign on lamp column
- Existing telegraph poles
- Existing post, zone entry and exit signs
- Existing zone entry and exit signs on lamp columns

Rev	Description	Created	By
1	Issue for consultation	11/08/2011	BC

TRANSPORT POLICY AND PROJECTS 2011 - 2013 SCHEMES

PROPOSED INCORPORATION OF LAWRENCE ROAD INTO SEVEN SISTERS CPZ

Scheme	BC	Permit	BC	Proposed
NTS @ A1				AUGUST 2011

PLACE & SUSTAINABILITY TRANSPORT POLICY & PROJECTS



ts: View file attachments