

## CPZ Consultation Charter

### Background

Resident parking schemes or Controlled Parking Zones (CPZ) can help residents and businesses to park near their premises. CPZs tend to be most effective:

- in town centres where there is competition between residents, shoppers and employees for on street space;
- around rail and Underground stations, where there is competition for on-street space between residents and commuters;
- around major trip attractors such as hospitals and sporting venues where there is competition for on-street spaces between residents, commuters and visitors etc.

CPZs work by managing the demand for kerb-side space by defining on-street parking bays for use by specified permit holders, usually either residents or business permits.

Although CPZs can make it easier for residents to park close to their homes, they have a number of disadvantages, including:

- The cost of a permit<sup>1</sup>, which is necessary to cover the administration and enforcement costs associated with a CPZ
- Restrictions need to be introduced in front of dropped kerbs
- Displacing parking to surrounding streets

CPZs are often controversial and residents in the same street will frequently have strongly opposing views. The council's general approach is therefore only to investigate the introduction of a CPZ in the following circumstances:

- Where a CPZ is supported by the majority<sup>2</sup> of people living in an area suffering from high levels of parking stress<sup>3</sup>.
- Where a CPZ has been identified as a necessary measure to protect residents from overspill parking from a new development.
- Where the council is concerned that levels of on-street parking need to be managed in the interests of either road safety or the free flow of traffic.

Even in areas of high parking stress, requests for CPZs will not normally be considered where the majority of residents benefit from off-street parking and the aim is to simply clear streets of unwanted parking.

### Consultation

The consultation area will include not just the area covered by the petition but also the area that could be directly impacted by a CPZ. This is to ensure that the views of those outside the proposed CPZ, who may be affected by displaced parking, are collected as well as those inside the proposed CPZ. Parking surveys will be carried out in order to define the area that could be directly impacted by displaced parking.

---

<sup>1</sup> Information about current permit costs can be downloaded from the council's website at: [http://www.enfield.gov.uk/downloads/file/10088/permit\\_prices\\_based\\_on\\_co2\\_emissions](http://www.enfield.gov.uk/downloads/file/10088/permit_prices_based_on_co2_emissions)

<sup>2</sup> This support needs to be demonstrated using the council's pro-forma, which clearly sets out the advantages and disadvantages of a CPZ. More than 50% of households in the affected street or area must sign the pro-forma before the council commits the necessary resources to investigate the CPZ request

<sup>3</sup> As a guide, 'parking stress' tends to occur when the demand for space exceeds 85% of the available number of spaces.

Sometimes proposed CPZs are an extension of an existing CPZ. In these cases households close to the proposed CPZ (say within 50 metres) but within the existing CPZ will be informed of the proposal. However this is only to allow these residents to ask for adjustments to the existing CPZ. Residents who already benefit from a CPZ will not get a vote on deciding if an adjacent area can have a CPZ.

The table over the page sets out our three stage consultation process.

	<b>Purpose</b>	<b>Form of Consultation</b>	<b>Threshold to Progress to Next Stage</b>
<b>Stage 1</b>	<ul style="list-style-type: none"> <li>To explore views about current parking issues in the study area and possible solutions</li> <li>To investigate support for the principle of a CPZ, including preferred hours of operation</li> <li>To test whether views in the wider area would change if a CPZ were to be introduced in the 'petition area'</li> </ul>	<ul style="list-style-type: none"> <li>Leaflets delivered to all premises in the consultation area</li> <li>At least 21 days will be allowed for responses</li> <li>Responses can be made by post or on-line</li> <li>The consultation will be promoted on the Council's website and by posters displayed on-street throughout the consultation area</li> <li>The results of the consultation will be published on the council's website within 4 weeks of the consultation ending</li> </ul>	<p>Over 50% of responses from within the proposed CPZ must support the idea of a CPZ, based on a response rate of at least 40%. Also, no more than 50% of households in the consultation area outside the proposed CPZ must oppose it. (Note – in all three stages only responses to the Council's consultation will be included in this calculation).</p>
<b>Stage 2</b>	<ul style="list-style-type: none"> <li>To determine support for a preliminary design. This design would take into account the views expressed at Stage 1.</li> <li>The preliminary design will indicate the extent of the proposed CPZ, the operational hours, the location of yellow lines, parking bays and all proposed restricted parking measures.</li> </ul>	<ul style="list-style-type: none"> <li>As stage 1</li> </ul>	<p>Over 50% of responses from within the proposed CPZ must support the idea of a CPZ, based on a response rate of at least 40%. Also, no more than 50% of households in the consultation area outside the proposed CPZ must oppose it.</p>
<b>Stage 3</b>	<ul style="list-style-type: none"> <li>To determine support for a final design. This design would take into account the views expressed at Stage 2.</li> <li>To meet the legal requirement to consider objections and representations to the making of the traffic management order.</li> </ul>	<ul style="list-style-type: none"> <li>Leaflets delivered to all premises in the Stage 1/2 consultation areas</li> <li>At least 21 days will be allowed for responses</li> <li>Responses can be made by post or on-line</li> <li>The consultation will be promoted on the Council's website and by posters displayed on-street throughout the consultation area.</li> <li>The traffic management order will be promoted by notices a) erected in every street where parking controls are to be introduced, b) published in a local newspaper and c) published in the London Gazette.</li> <li>The report recommending whether or not to implement the CPZ, including the consultation results, will be published on the council's website.</li> </ul>	<p>For the scheme to be implemented over 50% of responses within the proposed CPZ area must support the proposed design (or a variation) based on a response rate of at least 40%.</p> <p>In addition, all objections and representations must be individually considered.</p>

