

**MUNICIPAL YEAR 2016/2017 REPORT NO.**

**ACTION TO BE TAKEN UNDER DELEGATED AUTHORITY**

**PORTFOLIO DECISION OF:**  
Cabinet Member for Environment

**REPORT OF:**  
Director – Regeneration & Environment

<b>Agenda – Part: 1</b>	<b>KD Num: N/A</b>
<b>Subject: Proposed Extension of Southgate Town Centre Controlled Parking Zone along Chelmsford Road</b>	
<b>Wards: Southgate</b>	

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**1. EXECUTIVE SUMMARY**

This report presents a summary of the responses to the Stage 3 statutory consultation on proposals to extend the Southgate Town Centre Controlled Parking Zone (CPZ) along sections of Chelmsford Road and Chase Side, east of Southgate Town Centre. The report also includes the response of Council Officers to the objections or comments received.

**2. RECOMMENDATIONS**

To implement the extension to the existing Southgate Town Centre CPZ as presented in the statutory consultation, without modification and as indicated on the plan in Appendix 1.

### **3. BACKGROUND**

- 3.1 Following a survey and a petition from residents, Enfield Council first consulted on a possible extension to the Southgate CPZ in June 2012. This consultation indicated that respondents in the area hold a wide range of views on on-street parking, and that there was support for a CPZ at the western end of Chelmsford Road.
- 3.2 A second consultation was carried out in March 2013 – this indicated that 61% of respondents in the CPZ extension area proposed in the consultation leaflet agreed with the need for parking controls in their street. However, a petition was also received from a number of other local residents expressing opposition to parking controls as well as letters requesting more and better information on the proposals. As a result the Council decided not to proceed to the third and final stage of consultation at that time.
- 3.3 However, since then some residents along the western end of Chelmsford Road have campaigned for the resumption of the consultation process. The Council therefore decided to carry out an amended Stage 2 re-consultation for a possible extension of the Southgate CPZ.
- 3.4 The consultation area boundary (shown in pink on the map included in Appendix 2) was defined by carrying out parking stress surveys in the streets surrounding Chelmsford Road in April 2015. The roads included in the revised CPZ extension were:
- Chelmsford Road (between Chase Side and its junction with Nursery Road); and
  - Chase Side (to the south of its junction with Chelmsford Road).
- 3.5 Previous consultation suggested the following options for the period that parking controls would operate:
- Option 1 - between 11.00am and 12 noon from Monday to Friday;  
or
  - Option 2 - between 9.00am and 6.30pm from Monday to Saturday.
- 3.6 Option 1 would generally discourage commuter parking only within the proposed CPZ extension. Option 2 would effectively discourage non-resident parking all day, for example by commuters, shoppers and local workers.
- 3.7 In the Stage 2 consultation, 56.9% of responses within the proposed CPZ extension indicated support for the introduction of parking controls and 41.0% of households in streets outside the proposed CPZ extension (but

inside the consultation area) indicated opposition to the proposals. Based on these results, both CPZ Charter thresholds<sup>1</sup> were satisfied and the scheme progressed to Stage 3 statutory consultation.

3.8 Taking into account the balance of opinion of respondents, the following changes were proposed in the Stage 3 statutory consultation:

- Extension of the existing Southgate Town Centre CPZ along Chelmsford Road (between Chase Side and its junction with Nursery Road) and Chase Side (to the south of its junction with Chelmsford Road);
- The July 2015 consultation revealed support (57.9% of respondents) in favour of one-hour parking controls; it was therefore proposed that the CPZ extension operates between 11.00am and 12 noon from Monday to Friday; and
- Introduce a shared use bay (residents' permits and business permits) on Chelmsford Road near its junction with Chase Side. The shared use parking bay will also operate Monday to Friday between 11am and 12 noon.

3.9 The proposed amendments described above are detailed on the plan provided in Appendix 1.

## **4. CONSULTATION RESULTS**

### **CPZ Consultation Process**

4.1 The statutory (stage 3) consultation relating to the CPZ extension took place between 16 March and 8 April 2016. Households within the proposed CPZ extension (98 households) were provided with a consultation leaflet, including general information about CPZs and a questionnaire seeking views on whether they were in favour of the proposed changes. Residents were invited to submit a response by post or online, through the dedicated website set up for this consultation.

4.2 An example of the consultation leaflet distributed to households is provided in Appendix 3.

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<sup>1</sup> According to the CPZ Charter, it is likely that the proposals would be taken forward to a third and final stage consultation if:

- (a) At least 50% and above of responses from within the proposed CPZ support the proposed design or a variation on it; and
- (b) No more than 50% of households in streets outside the proposed CPZ, that may suffer significantly from displaced parking, oppose the proposal.

- 4.3 This final stage of consultation was run alongside a formal Statutory Consultation process that included the advertisement of the relevant Traffic Management Orders on street and in the local press. The consultation was advertised by way of a street notices and a public notice published in the Enfield Advertiser and London Gazette.
- 4.4 In addition to residents and businesses in the area, the consultation pack was distributed to the prescribed statutory consultees and:
- Local Councillors
  - Transport for London
  - Enfield Cycling Campaign
  - Enfield Disability Action
  - London Travel Watch
  - FERAA
- 4.5 No comments were received from any of the statutory consultees or the above stakeholders.
- 4.6 The analysis of the responses, including the Council Officer's response to objections for each question is presented in the following sections. The comments received in response to the open-ended question (Question 4) have also been categorised and provided at the end of this section.
- 4.7 In addition, residents outside the proposed CPZ extension but inside the Stage 2 consultation area (see map in Appendix 2) were sent a letter notifying them that they have a right to submit a response regarding the proposed Traffic Management Orders.
- 4.8 The consultation packs and letters were hand delivered at the start of the consultation with a freepost envelope for submitting responses or comments.

#### **Consultation Response Rate**

- 4.9 Using the Royal Mail Address Database, it was established that the consultation area included 298 addresses; 98 of these addresses were within the proposed CPZ extension and therefore received a leaflet and questionnaire. The remaining 200 households received a letter inviting them to submit a response with regards to the Traffic Management Orders.
- 4.10 From the 98 addresses within the proposed CPZ extension, 56 responses were received, of which 24 were submitted online and 32 responses received by post.
- 4.11 Six responses were disqualified for the following reasons:
- Five households submitted more than one response; and

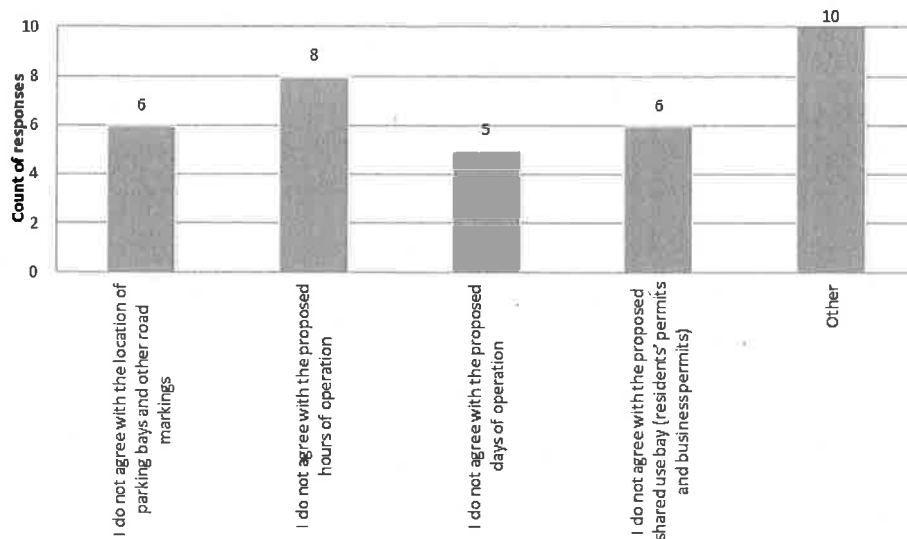
- One questionnaire was left incomplete with only one answer provided.
- 4.12 Therefore, 50 responses were further analysed, giving an overall response rate from within the proposed CPZ extension of 51.0%. **Error! Reference source not found.** in Appendix 4 provides a breakdown of these responses by street.
- 4.13 From the 200 households outside the proposed CPZ extension (but inside the consultation area), only four other representations were made during the consultation period via email or post.

#### **Response to Question 1**

- 4.14 In Question 1, residents were asked whether they agree with the need for parking controls in their street.
- 4.15 The full results are provided in Table 2 in Appendix 4 but, overall, 76.0% of respondents and 38.8% of households agreed with the need for parking controls. Specifically, 81.1% and 61.5% of respondents from Chelmsford Road and Chase Side (including Heathdene Flats) respectively agreed with the need for parking controls in their street. In terms of households, 58.8% of households on Chelmsford Road agreed with the need for parking controls in their street.

#### **Response to Question 2 & 2a**

- 4.16 In Question 2, residents asked whether they approved of the proposed design of parking controls in the CPZ extension area, encompassing sections of Chelmsford Road and Chase Side (including Heathdene flats).
- 4.17 The results are set out in Table 3 in Appendix 4 but, overall, 70.0% of respondents and 35.7% of households within the proposed CPZ extension are in favour of the design of the parking controls. Specifically, it can be seen in Table 3 that 75.7% and 53.8% of respondents from Chelmsford Road and Chase Side respectively approve of the proposed design of controls. In terms of households, 54.9% of households on Chelmsford Road agree with the need for parking controls in their street.
- 4.18 According to the CPZ Charter, 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%*'. Based on these results, the above CPZ Charter threshold is satisfied as 70.0% of responses within the proposed CPZ support the proposed design and the overall response rate is 51.0%.
- 4.19 Question 2a was answered only by the 15 respondents who stated 'NO' to Q2; the results are shown in below:



4.20 The most common objections related to concerns over the proposed CPZ extension hours and days of operation, with some respondents expressing the view that longer hours would be more appropriate, or that the CPZ should also operate on Saturday/Sunday.

**Question 2a: Officer's Response to objections**

4.21 *The hours and days of operation proposed during the statutory consultation were a result of the majority response to the previous stage of consultation in 2015. In Stage 2 consultation, respondents were given the following options for the preferred timing of controls:*

- Option 1: between 11am and 12 noon, Monday to Friday; or
- Option 2: between 9am and 6.30pm, Monday to Saturday.

4.22 *Of the respondents who agreed for the need for parking controls, 57.9% (22 responses) chose Option 1; therefore, this was the option put forwards for Stage 3.*

4.23 *With regards to comments relating to the proposed location of parking bays, other road markings and the shared bay, 54.2% of responses within the proposed CPZ extension stated they agree with the position and type of parking controls in Stage 2 consultation. It should be noted that the addition of the shared bay (for residents' and business permits) was the only change from the Stage 2 to statutory Stage 3 consultation. The shared bay was added to the statutory consultation scheme because in the Stage 2 consultation, a respondent indicated that they would need a business permit. In the statutory Stage 3 consultation, 70.0% of respondents and 35.7% of households within the proposed CPZ extension approved of the proposed design of parking controls in the CPZ extension area, which includes the shared bay.*

4.24 The open ended comments of the ten respondents who chose 'Other' are summarised below, including Council Officer's response:

- There is no need to introduce parking controls and general opposition to CPZ

*Officer response: The results of the statutory consultation indicate that 76.0% of respondents inside the proposed boundary do agree with the need for parking controls in their street. As a result, the Council considers that the proposed CPZ extension is required and reflects the wishes of the majority of people in the area.*

- If a CPZ goes ahead there will be less parking space:

*Officer response: The Council has tried to design the zone so that it creates as many parking spaces as possible within the limits of the public highway, and residential parking needs have been prioritised. During the statutory consultation, all households and businesses in the consultation area were provided with a detailed plan of the zone design, and a majority (70.0% of respondents in statutory consultation) approved of the details of controls in their street.*

- A common issue raised by respondents related to the cost of the parking permits, or the opinion that the CPZ is simply a way to generate income for the Council:

*Officer response: CPZs are not proposed as a means to generate income for the Council; the Council will only propose a CPZ at the request of residents, for example through a petition. If a majority of residents are not in favour of the scheme then the CPZ will not be implemented. The Council acknowledges that some residents and businesses may have concerns over the cost of the parking permits. However, 76.0% of questionnaire respondents within the proposed CPZ extension agreed with the need for parking controls in their street during the statutory consultation, having received a leaflet that clearly stated the cost of permits. Residents and businesses have been informed of the cost of permits during all stages of consultation and it is expected that this would have been taken into account when respondents considered their response. The Council cannot provide free permits for residents because the revenue raised from permit sales covers the cost of administration and enforcement associated with CPZs in the borough. Permit prices are set centrally by the Council and cover all CPZs in Enfield. Business permits are charged at a commercial rate.*

- Issues with parking in front of dropped kerbs / driveways:

*Officer response: This was trialled in the Winchmore Hill CPZ, which has bays marked across driveways rather than yellow lines. This scheme has led to problems with enforcement. For example, the Council cannot ticket or remove vehicles obstructing driveways as the bay indicates a legitimate parking space.*

### **Response to Question 3**

- 4.25 Respondents were also asked to state how many permits their household or business would require for on-street parking and the results are presented in **Error! Reference source not found.**3 in Appendix 4.
- 4.26 Reflecting the residential character of the area, there is little demand for business permits. However, there is higher demand for residential permits with residents within the consultation area stating they will require 48 permits.

### **Response to Question 4**

- 4.27 All comments received from residents, recorded in Question 4 of the questionnaire and received through additional emails, letters and telephone calls regarding the CPZ extension have been collated and categorised. The comments from this question have been summarised below and include the Council Officer's response:

- Some residents expressed concerns that the 1-hour control and Monday to Friday restrictions are not adequate. The controls might be effective in dissuading commuters, but not the patrons of Kervan Sofrasi Restaurant and Huckleberry Chicken who park along Chelmsford Road. Note that Kervan Sofrasi has limited off-street parking. The busiest times for these restaurants are outside the proposed controls.

*Officer response: The July 2015 Stage 2 consultation revealed support (57.9% of respondents) in favour of one-hour parking controls; it was therefore proposed in the Stage 3 consultation that the proposed CPZ extension operates between 11.00 am and 12 noon from Monday to Friday. From the Stage 3 consultation, 70.0 % of the respondents approved of the proposed CPZ extension design. The Council considers that the proposed hours of operation reflects the wishes of the majority of consultation respondents.*

- Opposition for shared use bay for businesses:

*Officer response: the shared bay was added to the statutory consultation scheme because in the Stage 2 consultation, a respondent indicated that they would need a business permit. In the statutory Stage 3 consultation, 70.0% of respondents and 35.7% of households within the proposed CPZ extension approved the proposed design of parking controls in the CPZ extension area, which includes the shared bay.*



- Opposition for restricting parking in front of driveways:

*Officer response: This was trialled in the Winchmore Hill CPZ, which has bays marked across driveways rather than yellow lines. This is the one and only time the Council has done this, and has led to problems with enforcement as the Council cannot ticket or remove vehicles obstructing driveways as the bay indicates a legitimate parking space.*

- Complaints about the cost of permits, issues with emissions based charging and that this is another 'money raising scheme':

*Officer response: CPZs are not proposed as a means to generate income for the Council; the Council will only propose a CPZ at the request of residents, for example through a petition. If a majority of residents are not in favour of the scheme then the CPZ will not be implemented. The Council acknowledges that some residents and businesses may have concerns over the cost of the parking permits. However, 76.0% of questionnaire respondents within the proposed CPZ extension agreed with the need for parking controls in their street during the statutory consultation, having received a leaflet that clearly stated the cost of permits. Residents and businesses have been informed of the cost of permits during all stages of consultation and it is expected that this would have been taken into account when respondents' considered their response. The Council cannot provide free permits for residents because the revenue raised from permit sales covers the cost of administration and enforcement associated with CPZs in the borough. Permit prices are set centrally by the Council and cover all CPZs in Enfield. Business permits are charged at a commercial rate. With regards to respondents who commented that the emission based charging is unfair (because 'parking does not produce emissions'), it is noted that permit charges have recently been updated and related to engine size rather than emissions levels.*

- Displaced parking impact:

*Officer response: The Council is aware that the introduction of any CPZ scheme may create displaced parking. Explanation of the potential displacement effect was included in the consultation leaflet in order to inform residents. Residents outside the proposed CPZ extension but inside the Stage 2 consultation area were sent a letter notifying them that they have a right to submit a response regarding the Traffic Management Orders advertised. The response rates from these residents were low. Council policy is to implement CPZs only where it is demonstrated that a majority of respondents are in favour of the CPZ. The boundary of the CPZ was defined based on parking stress surveys, the results of the previous stages of consultation and the view of the majority of respondents in each street was taken into account. The current boundary was supported by a majority of residents in the consultation area during the statutory consultation, with 76.0% within the zone agreeing with the need for controls in their street. If displacement does occur and residents in a*

*particular street or area demonstrate by petition that a majority of households are in favour of a CPZ, the Council will investigate the need to extend the zone.*

4.28 In addition, the following specific suggestions were made in responses to Question 4 but fall outside the remit of this CPZ extension:

- The ASDA car park should be better utilised (e.g. run similar to a public car park) so that commuters or local workers and the patrons of Kervan Sofrasi Restaurant use it.
- Introduction of on-street parking outside Heathdene flats (currently single yellow);
- New residential developments in the area add to the parking pressure and they should be forced to provide enough parking to cover their needs; and
- Parking in front of driveways should be allowed.

## **5. ALTERNATIVE OPTIONS CONSIDERED**

5.1 **Do nothing** – this option would mean that residents and their visitors would continue to experience parking problems in their roads.

5.2 **Controlled Parking Zone with longer hours / days of operation** – longer hours were rejected by a majority of residents during the Stage 2 consultation and the one-hour design approved by a majority in the statutory consultation.

## **6. REASONS FOR RECOMMENDATIONS**

6.1 The proposed scheme will benefit the residents of the area by deterring non-residents from parking in their streets, and has the support of the majority of consultation respondents within the proposed zone boundaries.

## **7. COMMENTS OF THE DIRECTOR OF FINANCE, RESOURCES AND CUSTOMER SERVICES, AND OTHER DEPARTMENTS**

### **7.1 Financial Implications**

7.1.1 The estimated cost for implementing the proposed changes to the current Southgate Town Centre CPZ is £8,000 and this will be met from the 2016/17 Local Implementation Plan funding (LIP) set aside for transport improvements in Enfield. The operation and management costs of the CPZ will be met by issuing residential and visitor parking permits.

7.1.2 Expenditure once approved by Transport for London; will be fully funded by means of direct grant from TFL; governed through the TFL Borough Portal, hence no costs fall on Enfield Council. The release of funds by TFL is based

on a process that records the progress of works against approved spending profiles. TFL makes payments against certified claims as soon as expenditure is incurred; ensuring that the Council benefits from prompt reimbursement of any expenditure.

- 7.1.3 TFL provides financial assistance to boroughs, for transport related projects and/or proposals under the GLA Act S159 1999. Under current arrangements, delegated authority is given to Boroughs to move funds within transport areas or, subject to limits between areas. Underspends occurring during a financial year are normally returned to TFL and there is no presumption given that funding not required in a particular year can be carried forward.
- 7.1.4 The funding is provided to support local transport improvements that accord with the Mayor's Transport Strategy Goals and Outcomes. Use of the funding for purposes other than those for which it is provided may result in TFL requiring repayment of any funding already provided and/or withholding provision of further funding. TFL also retains the right to carry out random or specific audits in respect of the financial assistance provided.

## **7.2 Legal Implications**

- 7.2.1 Under the provisions of the Road Traffic Regulation Act 1984 (as amended) and the Traffic Management Act 2004, the Council has the power to introduce and maintain on-street parking places and to charge for permits.
- 7.2.2 Section 122(1) Road Traffic Regulation Act 1984 states that it shall be the duty of every local authority upon whom functions are conferred by or under the Act (so far as practicable having regard to the matters specified in s122(2)) 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. S122(2) specifies a number of matters that may be taken into account, including the effect on the amenities of any locality, strategies prepared under the Environment Act 1995, and any other matters appearing to the local authority to be relevant. In addition, the relevant Guidance issued by the Government makes it clear that Authorities should never use parking charges just to raise revenue or as a local tax.
- 7.2.3 The proposed extension to the Southgate CPZ will require the making of a Traffic Management Order following the procedure set out in The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996.

## **7.3 Property Implications**

None identified.

## **8 KEY RISKS**

<b>Operational</b>	The implementation of permit parking could lead to parking being displaced onto the surrounding streets. This can be mitigated by reviewing the impact of the CPZ post-implementation and by extending the CPZ boundary if there is sufficient local support.
<b>Financial</b>	The extension of the CPZ will incur an initial capital cost and an on-going maintenance and enforcement cost. This risk is mitigated by the revenue that will be generated by permit charges and enforcement activities.
<b>Reputational</b>	The introduction of car park charges may be perceived by some as simply a means to generate income for the Council. This is mitigated by the fact that the Council has to operate within a prescribed legislative framework relating to parking charges.  By implementing a scheme despite some local opposition, it may be perceived that the Council is not listening to the views of residents. This is mitigated by the extensive consultation that has already taken place and the fact that the decision is based on the view of the majority that responded to the statutory consultation.

## **9 IMPACT ON COUNCIL PRIORITIES**

### **9.1 Fairness for All**

Extensive consultation has been undertaken on the proposed measures to ensure that the views of all stakeholders have been taken into account in a fair and consistent way.

### **9.2 Growth and Sustainability**

By reducing the ability of commuters to park locally it will encourage people to use public transport and hence support the aim of encouraging the use of more sustainable means of travel.

### **9.3 Strong Communities**

The delivery of the proposed measures has involved working closely with the local community to deliver successful schemes that respond to local needs.

## **10 EQUALITY IMPACT IMPLICATIONS**

- 10.1 The Council has a duty when introducing new policies and making changes to services to have due regard to the need to eliminate discrimination, advance equality of opportunity between persons who share a relevant protected

characteristic, and foster good relations between persons who share a relevant protected characteristic and persons who do not share it. This includes persons of different ages, disability, race and sex (along with other protected characteristics). The content of the duty is set out in section 149 of the Equality Act 2010. The particular duties in respect of the disabled should be noted (section 149(4)).

- 10.2 With respect to the proposals for the CPZ extension, officers have produced an Equality Impact Assessment (EQIA) which is Appendix 5 to the report. This identifies whether or not (and to what extent) the proposals have an impact (positive or negative) on a particular equality target group, or whether any adverse impacts identified have been appropriately mitigated.

## **11 PERFORMANCE MANAGEMENT IMPLICATIONS**

The CPZ extension does not directly impact the specific performance measures set out in the Council Business Plan.

## **12. PUBLIC HEALTH IMPLICATIONS**

The extension of parking controls in the area will discourage people from driving to the area and encourage them to take up more sustainable and active modes of transport.

# **Appendix 1**

## **Stage 3 Statutory Consultation Plan**

# **Appendix 2**

## **Stage 3 Statutory Consultation Area**

# **Appendix 3**

## **Stage 3 Statutory Consultation Leaflet & Questionnaire**

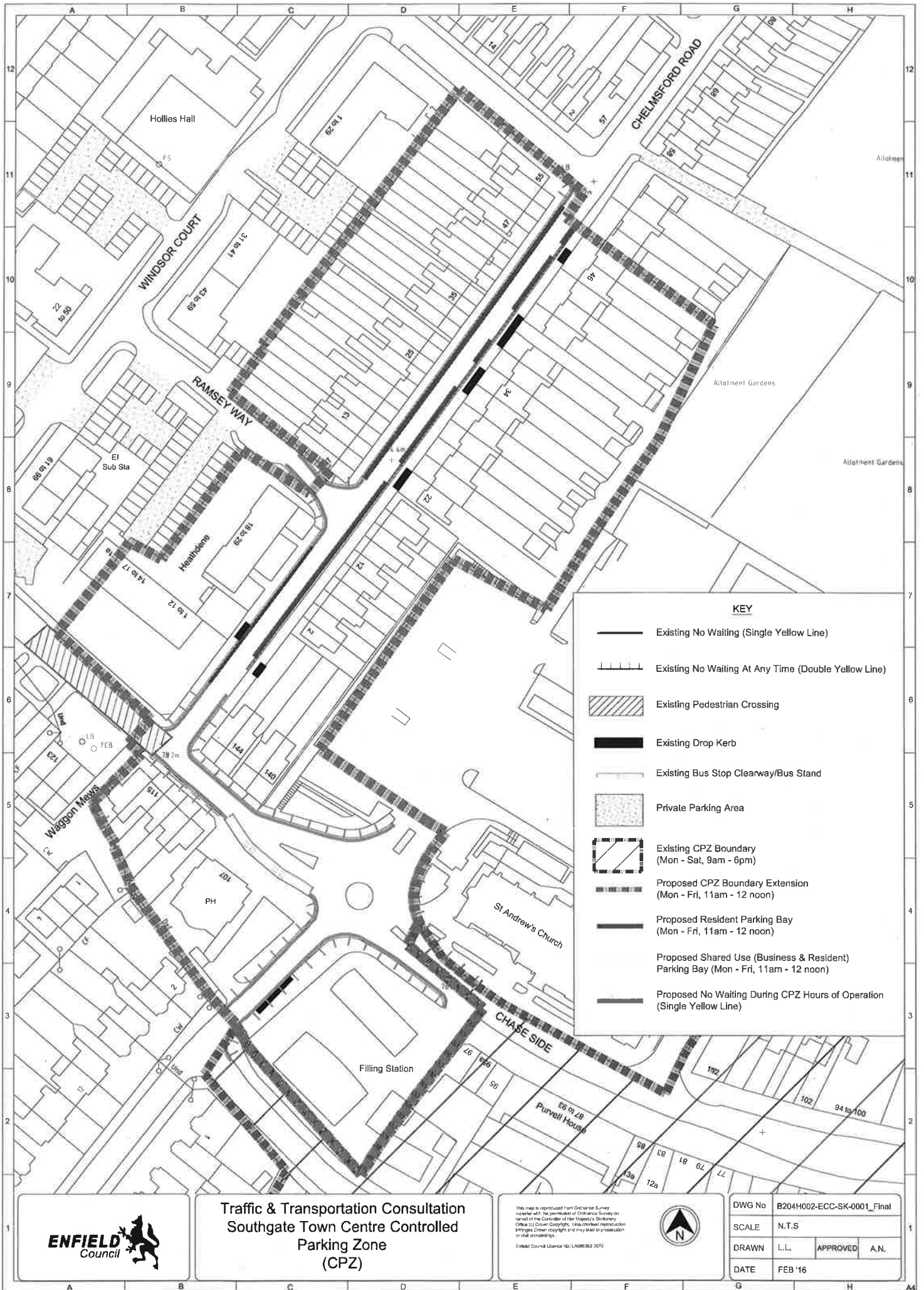


# **Appendix 4**












## **Consultation Results**

# **Appendix 5**

## **Equality Impact Assessment**



**KEY**

-  Existing No Waiting (Single Yellow Line)
-  Existing No Waiting At Any Time (Double Yellow Line)
-  Existing Pedestrian Crossing
-  Existing Drop Kerb
-  Existing Bus Stop Clearway/Bus Stand
-  Private Parking Area
-  Existing CPZ Boundary (Mon - Sat, 9am - 6pm)
-  Proposed CPZ Boundary Extension (Mon - Fri, 11am - 12 noon)
-  Proposed Resident Parking Bay (Mon - Fri, 11am - 12 noon)
-  Proposed Shared Use (Business & Resident) Parking Bay (Mon - Fri, 11am - 12 noon)
-  Proposed No Waiting During CPZ Hours of Operation (Single Yellow Line)



**Traffic & Transportation Consultation  
Southgate Town Centre Controlled  
Parking Zone  
(CPZ)**

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SCALE	N.T.S		
DRAWN	L.L.	APPROVED	A.N.
DATE	FEB '16		



# Southgate Town Centre Controlled Parking Zone Extension

Consultation on parking  
in your area



[www.enfield.gov.uk](http://www.enfield.gov.uk)

# Southgate Town Centre Controlled Parking Zone Extension

## Consultation on parking in your area

Enfield Council contacted you in July 2015 regarding the extension of the existing Southgate Town Centre Controlled Parking Zone (CPZ); this followed an earlier consultation in March 2013. We have now analysed the responses to both consultations carefully and based on the balance of opinion of respondents, the following changes are being proposed:

- Extension of the existing Southgate Town Centre CPZ along Chelmsford Road (between Chase Side and its junction with Nursery Road) and Chase Side (to the south of its junction with Chelmsford Road);
- The July 2015 consultation revealed support in favour of one-hour parking controls; it is therefore proposed that the CPZ extension operates between 11.00am and 12 noon from Monday to Friday; and
- Introduce a shared use bay (residents' permits and business permits) on Chelmsford Road near its junction with Chase Side. The shared use parking bay will operate Monday to Friday between 11am and 12 noon.

The proposed amendments described above are detailed on the plan enclosed with this consultation leaflet; the latest parking permit prices are also included. We would be grateful for your views on the CPZ design shown on the enclosed plan. Your views are important even if you do not own a vehicle or park in your street, as your visitors may be affected by the proposals. Please complete the enclosed questionnaire and return it to us using the pre-paid envelope that this information was delivered in by no later than the **8<sup>th</sup> April 2016** – no stamp is required. Alternatively, you can complete the questionnaire online at [www.surveymonkey.co.uk/r/southgatecpz3](http://www.surveymonkey.co.uk/r/southgatecpz3) Please note that only one response per household will be accepted as a valid consultation response.

You can find more information on CPZs and their advantages/disadvantages on the attached information sheet.

### Statutory Consultation

The enclosed questionnaire forms part of the Statutory Consultation process. This final stage of consultation is being run alongside a formal Statutory Consultation process that includes the advertisement of the relevant Traffic Management Orders on street and in the local press.

Completing the questionnaire does not affect your right to make a separate response to the Traffic Management Orders that have been advertised. Separate written responses can also be submitted using the pre-paid envelope provided or email ([parkingconsultations@jacobs.com](mailto:parkingconsultations@jacobs.com) quoting **Chelmsford Road CPZ Stage 3**) and must also be received by no later than **8<sup>th</sup> April 2016**.

More details about our CPZ consultation process can be found in Enfield Council's CPZ Charter, which can be downloaded from [www.surveymonkey.co.uk/r/southgatecpz3](http://www.surveymonkey.co.uk/r/southgatecpz3)

## Next steps

A summary of the results of this consultation will be published on the Council's website, approximately four weeks after the close of the consultation.

Visit [www.enfield.gov.uk/progress](http://www.enfield.gov.uk/progress)

The Council will review the results of this consultation. It is likely that the proposals would be taken forward for implementation if:

- **Over 50% of responses within the proposed CPZ area support the proposed design (or a variation) based on a response rate of at least 40%.**

In addition, all objections and representations will be individually considered. All responses received during this Statutory Consultation process (including valid returned questionnaire forms) will be collated and reviewed, and changes will be made to the design proposals if they are deemed appropriate. If the outcome of the consultation process indicates continuing broad support for the proposals, they are expected to be implemented on-street later this year.

## Any questions?

If you have any questions about this survey please call 020 7939 6433 or e-mail [parkingconsultations@jacobs.com](mailto:parkingconsultations@jacobs.com) quoting 'Chelmsford Road CPZ Stage 3'.

For help with translation of this document in another language or format, call Customer Services on **020 8379 1000** or email [enfield.council@enfield.gov.uk](mailto:enfield.council@enfield.gov.uk)



# Information

## What is a CPZ?

- A controlled parking zone (CPZ) is an area where parking controls are introduced and first priority in the use of available parking space is given to residents and their visitors through a permit system. Sometimes pay and display bays are also provided for use by visitors who do not have permits.
- Zone entry signs show the days and hours when CPZ zones are in operation - they are not necessarily displayed in each street or near each parking bay in the CPZ.
- The schemes generally operate during working hours (for example 9.00am – 6.30pm) on either Monday - Friday or Monday - Saturday. Outside these hours and on Christmas Day, Good Friday and all Bank Holidays, parking is uncontrolled except on double yellow lines. In some cases, particularly around railway stations, some CPZs only operate for one hour (for example 12 noon to 1.00pm) to discourage commuters from parking.

## Why is a CPZ needed?

- In many places residents find it difficult to park near their homes. This can present difficulties, for example to parents with young children, people carrying heavy shopping, the elderly and less mobile people.
- Areas where there is very heavy pressure on parking space are often found near railway stations, shops, hospitals and colleges. Sometimes quite a large area is affected, but in other cases problems are concentrated in just a few streets. A CPZ can sometimes address these difficulties.
- The main purpose of CPZs is to manage parking stress. They help to control parking by people from outside the CPZ and give priority to residents.



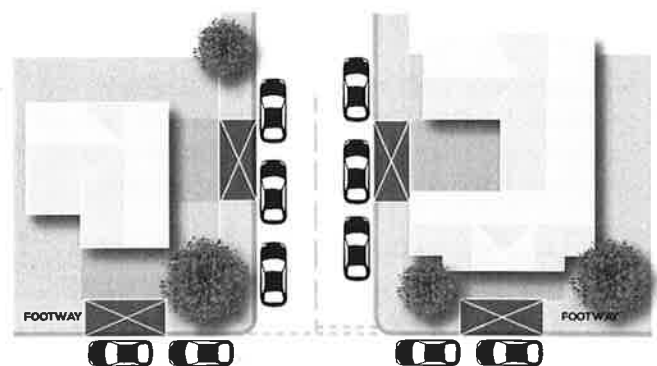
## What are the advantages of being in a CPZ?

- If you have difficulty parking near your home because of commuter or shopper parking, a CPZ will normally resolve the problem during the hours of control.
- All junctions will be double yellow lined improving visibility, accessibility and road safety.
- Only residents and visitors with valid permits can park within designated bays within the CPZ.

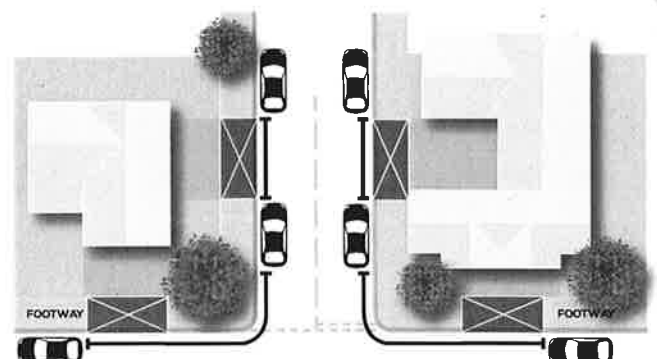
## What are the disadvantages?

- Due to the need to control all parking locations in the CPZ, such as across driveways and at street corners (**see example to the right**), some available space for parking may be reduced. However CPZ controls also remove some demand for parking, typically from non-residents, thereby making the remaining parking space more readily available.
- Single yellow lines across driveways will mean that neither residents nor their visitors can park across their own driveway during the hours of operation of the CPZ.
- Residents and businesses are not guaranteed any parking space.
- Residents with a car living in the CPZ will need to pay for a permit if they wish to park within the CPZ during the controlled hours (**see costs in Page 7**).
- Visitors to households in the CPZ will need to get a visitors permit from the householder and park during controlled hours.
- There could be some 'displacement' as non-residents who can no longer park in the CPZ park in nearby uncontrolled streets.
- CPZs can have an effect on the street scene since they involve at least one post and sign for the length of bay.




### Without Parking Restrictions



### With Parking Restrictions



KEY:

-  Dropped Kerb
-  Parked car
-  Parking Restrictions

*The illustrations are for INDICATIVE PURPOSES ONLY.*

## Does the Council set up CPZs to make money?

- The Council only implements CPZ's where it believes there is parking benefit and when a majority of residents in the proposed streets who respond to consultation are in favour. The Council does not impose CPZs where residents do not want them.
- Government guidance requires all councils to ensure that their Parking Control Accounts are self-financing. The cost of CPZ permits is set borough wide with the aim of breaking even financially.
- Revenue received is used to administer permits, maintain the signs and lines and provide regular enforcement by our civil enforcement officers.

## CPZ permits

- All residents and businesses within a CPZ can buy permits that will allow them to park in any relevant parking bay within the zone. Parking bays are often designated for specific types of permit (e.g. resident-only, business-only, shared-use resident and business etc.).
- A CPZ is for on-street parking only and a permit is not required for vehicles parked on private driveways or in garages. Some suppliers of services to household e.g. care agencies and NHS suppliers can apply for special permits to enable them to park in the CPZ.
- Residents can purchase any number of resident permits and businesses can purchase up to 8 business permits.
- Residents over the age of 65 receive a 50% discount on all quoted resident permit prices. In addition, residents can buy visitor's parking permit cards, sold in books of 10, for people visiting their home. Visitor permits are limited to a maximum of 5 books (50 visitor permit cards) per residential address per year. Each visitor's parking permit card is valid for half a day, either from 9.00am to 2.00pm or 12 noon to 6.30pm.
- The tables below indicate the current price of permits in Enfield, with the price of resident permits varying depending on vehicle type and the number of permits held by each resident. Further information on CO<sub>2</sub> emission bands and vehicle engine sizes can be found at <http://carfueldata.direct.gov.uk/>
- For more information on Enfield CPZ parking permits see [www.enfield.gov.uk](http://www.enfield.gov.uk)

## Resident, carer and special permit prices (emissions based)

For vehicles registered on or post 1st March 2001 (Y Reg) the prices are as follows:

CO <sub>2</sub> Emission Band	First Permit One to four hours	Second Permit One to four hours	Third + Permit One to four hours
Up to 100 CO <sub>2</sub> g/km	£20	£25	£30
101-150 CO <sub>2</sub> g/km	£40	£60	£80
151-185 CO <sub>2</sub> g/km	£50	£75	£100
186 CO <sub>2</sub> g/km and above	£60	£90	£120

For vehicles registered before 1st March 2001 the prices are as follows:

Engine Size	First Permit One to four hours	Second Permit One to four hours	Third Permit One to four hours
Up to 1549cc or less	£40	£60	£80
1550cc to 3000cc	£50	£75	£100
3001cc and above	£60	£90	£120

Residents over the age of 65 will receive a 50% discount based on CO<sub>2</sub> emission band or engine size of vehicle. Blue badge holders who are entitled to apply are provided a resident's permit free of charge. Replacement permits are £20.

Business permit prices	Price
Business permit – one to four hours	£60

Visitor Scratch Cards	Price
Visitor scratch cards (book of 10) – one to four hours	£7.50

**Contact Enfield Council**  
Civic Centre  
Silver Street  
Enfield  
EN1 3XY

Tel: 020 8379 1000  
[www.enfield.gov.uk](http://www.enfield.gov.uk)



# Southgate Town Centre Controlled Parking Zone Extension Parking Questionnaire



Please return your survey sheet and comments in the pre-paid envelope provided by **8<sup>th</sup> April 2016**. NO STAMP IS REQUIRED. **Please try to provide full address details as we cannot include your response in our analysis if we do not know your address.** Alternatively, you can fill the questionnaire in online at **[www.surveymonkey.co.uk/r/southgatecpz3](http://www.surveymonkey.co.uk/r/southgatecpz3)** but only one response (online or by post) per household will be accepted as a valid consultation response.

Your name: .....

House/flat number or building name: .....

Street name (*essential*): .....

Postcode (*essential*):

**Q1.** Do you agree with the need for parking controls in your street? (TICK 1 BOX ONLY)

YES  NO

**Q2.** Do you approve of the proposed design of parking controls in the CPZ extension area as shown on the enclosed plan? (TICK 1 BOX ONLY)

YES  NO

**Q2a.** If 'NO', please indicate why you do not agree with the proposed design by ticking the boxes below (TICK ALL RELEVANT BOXES)

- I do not agree with the location of parking bays and other road markings
- I do not agree with the proposed hours of operation
- I do not agree with the proposed days of operation
- I do not agree with the proposed shared use bay (residents' permits and business permits)
- Other (please specify below)

.....

.....

.....

.....

.....

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.....



**Q3.** Please estimate how many permits your household / business would require for on-street parking. Please note that business permits will be restricted to 8 per company (WRITE THE NUMBER OF PERMITS IN BOXES BELOW).

Number of on-street resident permits required:

Number of on-street business permits required:

**Q4.** If you have any other comments or suggestions, or if you wish to tell us why you oppose or support parking controls, please state your reasons below (please continue on a separate sheet if necessary).

Continued comments:

**Q5.** What is your gender? (TICK 1 BOX ONLY)

- Female       Prefer not to say  
 Male

**Q6.** What is your age? (TICK 1 BOX ONLY)

- |  |                                   |                                |                                |
|--|-----------------------------------|--------------------------------|--------------------------------|
| <input type="checkbox"/> Prefer not to say | <input type="checkbox"/> Under 20 | <input type="checkbox"/> 20-24 | <input type="checkbox"/> 25-29 |
| <input type="checkbox"/> 30-34             | <input type="checkbox"/> 35-39    | <input type="checkbox"/> 40-44 | <input type="checkbox"/> 45-49 |
| <input type="checkbox"/> 50-54             | <input type="checkbox"/> 55-59    | <input type="checkbox"/> 60-64 | <input type="checkbox"/> 65-69 |
| <input type="checkbox"/> 70-74             | <input type="checkbox"/> 75-79    | <input type="checkbox"/> 80-84 | <input type="checkbox"/> 85+   |

**Q7.** Are your day-to-day activities limited because of a health problem or disability that has lasted, or is expected to last, at least 12 months? (TICK 1 BOX ONLY)

- Yes - limited a lot  
 Yes - limited a little  
 No  
 Prefer not to say

**Q8.** What is your ethnic background? (TICK 1 BOX ONLY)

**White**

- |                                    |  |   |
|------------------------------------|--|---|
| <input type="checkbox"/> British   | <input type="checkbox"/> Irish           | <input type="checkbox"/> Greek  |
| <input type="checkbox"/> Turkish   | <input type="checkbox"/> Turkish Cypriot | <input type="checkbox"/> Greek Cypriot  |
| <input type="checkbox"/> Polish    | <input type="checkbox"/> Russian         | <input type="checkbox"/> Italian  |
| <input type="checkbox"/> Traveller | <input type="checkbox"/> Gypsy/Romany    | <input type="checkbox"/> Kurdish  |
|                                    |  | <input type="checkbox"/> Any other White background<br>(please specify below) |

**Mixed**

- |  |   |
|--|---|
| <input type="checkbox"/> White and Black Caribbean | <input type="checkbox"/> White and Black African                              |
| <input type="checkbox"/> White and Asian           | <input type="checkbox"/> Any other Mixed background<br>(please specify below) |

**Asian or Asian British**

- |                                     |  |                                      |
|-------------------------------------|--|--------------------------------------|
| <input type="checkbox"/> Indian     | <input type="checkbox"/> Pakistani   | <input type="checkbox"/> Bangladeshi |
| <input type="checkbox"/> Sri Lankan | <input type="checkbox"/> Any other Asian background (please specify below) |                                      |

**Black or Black British**

- |                                    |                                  |   |
|------------------------------------|----------------------------------|---|
| <input type="checkbox"/> Caribbean | <input type="checkbox"/> African | <input type="checkbox"/> Ghanaian   |
| <input type="checkbox"/> Nigerian  | <input type="checkbox"/> Somali  | <input type="checkbox"/> Any other Black background<br>(please specify below) |

**Other Ethnic Groups**

- |                                  |  |
|----------------------------------|--|
| <input type="checkbox"/> Chinese | <input type="checkbox"/> Any other Ethnic Group (please specify below) |
|----------------------------------|--|

**Not Stated**

- I do not wish to state my ethnic origin

**PLEASE RETURN THE COMPLETED  
QUESTIONNAIRE USING THE  
PRE-PAID ENVELOPE SUPPLIED.**



## Enfield Council Predictive Equality Impact Assessment/Analysis

NB if there is likely to be an impact on different groups of staff as a result of this proposal, please also complete a restructuring predictive EQIA form

<b>Department:</b>	<b>Regeneration &amp; Environment</b>	<b>Service:</b>	<b>Traffic &amp; Transportation</b>
<b>Title of decision:</b>	Proposed Extension of Southgate Town Centre Controlled Parking Zone along Chelmsford Road	<b>Date completed:</b>	30 08 2016
<b>Author:</b>	David Taylor	<b>Contact details:</b>	020 8379 3576 or <a href="mailto:david.b.taylor@enfield.gov.uk">david.b.taylor@enfield.gov.uk</a>
<b>1 Type of change being proposed:</b> (please tick)			
Service delivery change/ new service/cut in service	<input checked="" type="checkbox"/>	Policy change or new policy	<input type="checkbox"/>
		Grants and commissioning	<input type="checkbox"/>
			Budget change
<b>2 Describe the change, why it is needed, what is the objective of the change and what is the possible impact of the change:</b>			
<p>The existing Southgate Town Centre CPZ will be amended to include Chelmsford Road in response to demand by residents. The scheme will make it easier for residents to find on-street parking space close to their homes during the controlled hours..</p>			



If Yes answered to questions 3-6 above – please describe the impact of the change (including any positive impact on equalities) and what the service will be doing to reduce the negative impact it will have.

**Positive impacts:**

- Blue badge holders living within the CPZ extension will be find it easier to park close to their homes
- Blue badge holders from elsewhere will also be able to park in the CPZ free of charge
- Dial-a-Ride vehicles may find it easier to find kerb-side space to set down and pick up

**Negative impacts:**

- Blue badge holders living adjacent to the CPZ extension could find it more difficult to park close to their homes if parking is displaced into the surrounding area. This is mitigated by the provision of disabled persons parking bays that can be provided for those residents that meet the Council's eligibility criteria.

\*If you have ticked yes to discrimination, please state how this is justifiable under legislation.

### 5. Tackling Socio-economic inequality

Indicate Yes, No or Not Known for each group

	Communities living in deprived wards/areas	People not in employment, education or training	People with low academic qualifications	People living in social housing	Lone parents	People on low incomes	People in poor health	Any other socio-economic factor Please state;
Will the proposal specifically impact on communities disadvantaged through the following socio-economic factors?	N	N	N	N	N	N	N	N
Does the service or policy contribute to eliminating discrimination, promote equality of opportunity, and foster good relations between different groups in the community?	N	N	N	N	N	N	N	N
Could this proposal affect access to your service by different groups in the community?	N	N	N	N	N	N	N	N

If Yes answered above – please describe the impact (including any positive impact on social economic inequality) and any mitigation if applicable.

### 6. Review

How and when will you monitor and review the effects of this proposal?

- The impact of the CPZ extension will be monitored on an on-going basis and in response to resident feedback.

## Enfield Council Predictive Equality Impact Assessment/Analysis

NB if there is likely to be an impact on different groups of staff as a result of this proposal, please also complete a restructuring predictive EQIA form

### Action plan template for proposed changes to service, policy or budget

Title of decision: Extension of Southgate Town Centre CPZ along Chelmsford Road

Team: Traffic & Transportation Department: Regeneration & Environment

Service manager: David Taylor

Identified Issue	Action Required	Lead Officer	Timescale/ By When	Costs	Review Date/ Comments
Impact of CPZ on blue badge holders	On-going monitoring of customer feedback	Jonathan Goodson	On-going	Nil	

Please insert additional rows if needed

Date to be Reviewed: 30 August 2017

APPROVAL BY THE RELEVANT ASSISTANT DIRECTOR - NAME..... SIGNATURE.....

This form should be emailed to [joanne.stacey@enfield.gov.uk](mailto:joanne.stacey@enfield.gov.uk) and be appended to any decision report that follows.



# Statutory Consultation Plan







# Appendix 4

## Consultation Results

**Table 1: Overall response rate per street**

Streets within proposed CPZ extension	Number of addresses	Number of questionnaire responses	Response rate (%)
Chelmsford Road	51	37	72.5%
Chase Side (including Heathdene flats)	47	13	27.7%
<b>Total</b>	<b>98</b>	<b>50</b>	<b>51.0%</b>

**Table 2: Question 1 – Do you agree with the need for parking controls in your street?**

Consultation Area	No. addresses	No. YES votes	No. NO votes	Total no. votes	Responses*		Households**	
					% in favour	% against	% in favour	% against
Chelmsford Road	51	30	7	37	81.1%	18.9%	58.8%	13.7%
Chase Side (including Heathdene flats)	47	8	5	13	61.5%	38.5%	17.0%	10.6%
<b>Total</b>	<b>98</b>	<b>38</b>	<b>12</b>	<b>50</b>	<b>76.0%</b>	<b>24.0%</b>	<b>38.8%</b>	<b>12.2%</b>

\* based on the % of **responses** (e.g. % of YES / NO votes of the responses received from within the proposed CPZ)

\*\* based on the % of **households** (e.g. % of YES / NO votes of all households within the proposed CPZ)

**Table 3: Question 2 - Do you approve of the proposed design of parking controls in the CPZ extension area?**

Consultation Area	No. addresses	No. YES votes	No. NO votes	Total no. votes	Responses*		Households**	
					% in favour	% against	% in favour	% against
Chelmsford Road	51	28	9	37	75.7%	24.3%	54.9%	17.6%
Chase Side (including Heathdene flats)	47	7	6	13	53.8%	46.2%	14.9%	12.8%
<b>Total</b>	<b>98</b>	<b>35</b>	<b>15</b>	<b>50</b>	<b>70.0%</b>	<b>30.0%</b>	<b>35.7%</b>	<b>15.3%</b>

\* based on the % of **responses** (e.g. % of YES / NO votes of the responses received from within the proposed CPZ)

\*\* based on the % of **households** (e.g. % of YES / NO votes of all households within the proposed CPZ)

**Table 4: Question 3 - Please estimate how many permits your household / business would require for on-street parking**

	Households requiring	Total number of on-street resident permits required	Businesses requiring	Number of on-street business permits required
<b>1 permit</b>	31	31	3	3
<b>2 permits</b>	5	10	0	0
<b>3 permits</b>	1	3	0	0
<b>4 permits</b>	1	4	0	0
<b>Total resident permits required</b>		<b>48</b>	<b>Total business permits required</b>	<b>3</b>