# **MUNICIPAL YEAR 2017/2018 REPORT NO.**

# **ACTION TO BE TAKEN UNDER DELEGATED AUTHORITY**

KD Num: 4645

Subject:

Agenda – Part:

**Tottenham Hotspur Major Event Day Controlled Parking Zone** 

Wards: Upper Edmonton, Edmonton

**Green and Haselbury** 

PORTFOLIO DECISION OF:

Cabinet Member for Environment

**REPORT OF:** 

Executive Director – Regeneration and Environment

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### 1. **EXECUTIVE SUMMARY**

The report sets out the results of the public and statutory consultation 1.1 relating to the proposed introduction of an event-day controlled parking zone (CPZ) in the South Edmonton area to protect resident and business parking and encourage visitors to the stadium to travel by public transport.

### 2. RECOMMENDATIONS

- 2.1 To make the necessary traffic management order, with the modifications set out in paragraph 5.44, so that the event-day CPZ for the South Edmonton area can be implemented.
- 2.2 To inform affected residents and businesses of the Council's decision.
- 2.3 To review the operation of the event-day CPZ post-implementation and to make further amendments as necessary, subject to the completion of the necessary statutory processes.

# 3.0 BACKGROUND

- 3.1 Tottenham Hotspur Football Stadium is currently being redeveloped with the capacity increasing from 38,000 to over 61,000. The works are planned to be completed this summer with the Stadium due to open this August for the start of the 2018 Season. Planning permission for the Stadium expansion was granted on the proviso that Tottenham Hotspur Football Club (THFC) implement a comprehensive transport strategy to reduce the proportion travelling by car from around 40% (15,000) at present to some 20% (12,000) in the future.
- 3.2 The Stadium Transport Strategy includes a number of significant public transport enhancements and traffic management measures, mainly, but not exclusively, in Haringey. A critical element of the strategy relates to the need to have on-street parking controls in place on event-days so that visitors are prevented from driving to the area and walking to the Stadium. The existing event-day CPZ in Haringey is being expanded and a new zone in Enfield proposed so that most of the streets within a 30-minute walking time of the Stadium will be covered by parking controls.
- 3.4 Planning permission for the Stadium required THFC to enter into a legal agreement with Enfield to secure the delivery of a Controlled Parking Zone to help manage travel demand on event-days.
- 3.5 Initial consultation was undertaken in the Autumn of 2016 to gauge support for additional parking controls. Although the potential parking impact of the THFC redevelopment is one of the key issues likely to affect the area, other known parking pressures relate to:
  - Commuters driving to Silver Street Station
  - Non-residents parking on housing estates
  - Shoppers, employees and visitors parking in the side roads around Angel Edmonton Town Centre
  - Demand for on-street parking from new homes planned for the area, including at Meridian Water.
- 3.6 The consultation generated some 1800 responses. Support for some form of parking controls was generally supported by respondents, but several areas indicated the need for all-day controls rather than just event-day restrictions. This included the areas around:
  - Amersham Avenue
  - Dickens Lane (Housing)
  - Joyce Avenue/Snells Park (Housing)
  - Moree Way (Housing)
  - Fairfield Road
  - Raynham Road
  - Kimberley Road/Dyson Road

- 3.7 Three of the above sites are Council Housing estates and related schemes are being developed to enable permit parking schemes to be introduced, subject to the outcome of further consultation. The scheme at Joyce Avenue/Snells Park is most advanced, with a consultation regarding all-day controls recently completed. The outcome of this consultation and the recommended next steps will be subject to a further report.
- 3.8 Additional controls for the remaining areas, including the Raynham Road area, will be the subject of future consultation. However, these wider restrictions are outside the scope of the current project which is funded specifically to introduce event-day controls.

# 4.0 PROPOSED CPZ

- 4.1 An event-day CPZ is proposed covering the area indicated on the plan in Appendix 1. The key features of the CPZ are as follows:
  - The restrictions would apply between Noon and 9pm on event-days
  - Signs indicating when the restrictions apply would be erected at all of the entry points to the new zone, with confirmatory repeater signs in each street within the zone.
  - Only permit holders (and blue badge holders) will be eligible to park in the designated bays during the controlled hours.
  - Permits for residents' vehicles and essential business users would be free of charge for the first 3 years.
  - Visitor permits would be available, but limited to 20 per year at a cost of £15 per book of 10.
- 4.2 The number of stadium events per year depends on several factors, not least THFC's progression in European competitions and the FA Cup. Based on the number of home games during the 2017/18 Season (29) and the maximum number of non-football events permitted by the Stadium Planning Permission (16), it is estimated that the CPZ could be brought into operation for up to 45 events per year.

# 5.0 PUBLIC AND STATUTORY CONSULTATION

# **Consultation Approach**

5.1 The CPZ proposals have been consulted on at a formative stage in the development of the scheme, with a comprehensive leaflet sent to all properties within the proposed zone and associated detailed designs provided online to allow proper consideration of the Council's proposals. The consultation commenced on 17<sup>th</sup> January and ran until 23<sup>rd</sup> February 2018, longer than the 21-day statutory minimum. The consultation leaflet is attached at Appendix 2 and invites comments and representations so that the scheme can be adapted to address local concerns.

- 5.2 The scheme requires the making of a traffic management order to bring the restrictions into effect and enable them to be enforced. In line with the requirements of the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996, notice of the Council's proposals was published in the London Gazette, the Enfield Independent and by way of street notices erected in every affected road within the CPZ. Notices were also sent to the various prescribed statutory consultees, including the emergency services, bus operators and road-user groups.
- 5.3 In addition, leaflets and a questionnaire were sent to 9,767 properties within the proposed CPZ area. As well as outlining the reasons for the scheme and its impact, the leaflet also directed people to the consultation website to view the detailed proposals for each street. Copies of the consultation documents were also sent to all the ward councillors directly affected by the scheme.
- 5.4 Various steps were taken to promote the consultation, including:
  - A press release to local media and use of the Council's website and social media accounts.
  - In addition to the formal street notices, posters were erected in each road within the proposed CPZ area to advertise the consultation.
  - Copies of the consultation document and envelopes were sent as packs with a supporting letter to community facilities in and surrounding the CPZ area including the Edmonton Islamic Centre, St Aldhelms Church, Silver Street Community Church, Edmonton Tamil Church of God, Edmonton Spiritualist Church, St John's Church, St John and St James C of E Primary School, Raynham Primary School, Meridian Angel Primary School, Brettenham Primary School, Millfield Arts Centre and Wilbury Primary School.
  - Door knocking was undertaken in areas where there were reports of missed collections or low response rates. In total 447 households were door knocked, resulting in a further 123 responses.
  - A second delivery was undertaken to areas with a low response rate and to those who reported they hadn't received the consultation document.
  - A designated phone number and email address were created, which dealt with 35 calls and 15 emails.

# **Consultation Results**

No responses were received from any of the statutory consultees. However, a total of 700 individual consultation responses were received, of which 24 were duplicates and 19 didn't include address details, leaving 657 valid responses (a response rate of just under 7%).

- 5.6 In addition, four separate petitions with a total of 2,100 signatures were received from Residents of Edmonton Angel Community Together (REACT). These stated:
  - a) "We the undersigned demand the council to implement a resident parking zone [sic]. Implement double yellow lines on the Corner of Woolmer Road and Upton Road and a one way system on Wakefield Street and Raynham Avenue. We are demanding that the only car park remain in this location [sic]". 916 signatures
  - b) "We the undersigned demand the council to implement a resident parking zone [sic]. Implement double yellow lines on the Corner of Woolmer Road and Upton Road and a one way system on Wakefield Street and Raynham Avenue". 819 signatures
  - c) "We the undersigned request urgent action to our demand for resident parking zone [sic] and controlled parking zone". - 229 signatures
  - d) "We the undersigned support the introduction of all day controlled parking zone in our street. We understand that (a) residents permits would cost between £20 and £120 depending on the size of the car, (B) parking bays would be marked out on the road with associated posts and signs, (C) yellow lines would be marked across all driveways and on street corners and (D) the CPZ would discourage non-residents from parking in our street, making it easier for residents to find a parking space, but it would not guarantee a parking space outside our house." 136 signatures
- 5.7 The plan at Appendix 3 indicates the distribution of those that supported the scheme (in green) and those that opposed it (in red) and shows a reasonably even spread of support for the scheme across the proposed zone. Analysis of each of the responses indicates that 79% either supported the scheme (50.4%) or raised no objection (28.9%). 21% of the responses raised concerns about the scheme, and the remainder of this section of the Report considers these in more detail.

# **Cost of Permits**

- 5.8 Residents' and business permits will be free of charge for at least three years, funded by THFC, but several responses raised concerns about the possibility of permits being charged for after the initial three-year period.
- 5.9 The funding from THFC enables permits to be issued free of charge, at least initially. However, the cost of permit issue is estimated to be in the region of £12.50 per permit (comprising administration and printing costs) and will need to be met on an on-going basis. The true scheme costs and PCN income will need to be evaluated in the light of operational experience and it is possible that the level of income from enforcement activities will be sufficient to enable permits to continue to be issued free of charge after the initial three-year period. Recent independent legal advice has confirmed that income from enforcement activities should be included when setting permit charges, noting that the number of PCNs cannot be guaranteed. Should it be necessary to charge for

permits in the future, further consultation would be required, together with a clear explanation of the reasons.

# Cost and Number of Visitor Permits

- 5.10 A number of respondents felt that visitor permits should be free of charge and several also objected to the proposal to limit the number of permits per household.
- 5.11 The proposal is to charge £15 for a book of 10 visitor permits and to initially restrict residents to two-books per year, i.e. a total of 20 permits. £15 is the current cost of visitor permits in all the Borough's CPZs and it is felt necessary to charge in this instance to maintain consistency across the Borough.
- 5.12 In addition, a cap on the number of visitor permits per household will help deter people from selling unused permits on to people attending stadium events. Without this, the objectives of the scheme to protect the amenity of residents and to discourage car use associated with stadium events could be undermined.
- 5.13 However, it is accepted that some residents could be inconvenienced by the proposed cap on the number of visitor permits and it is therefore recommended that this be reviewed once the scheme is operational.

# **Tax on Parking**

- 5.14 A number of responses also commented that the scheme was simply a tax on parking, designed to make money for the Council.
- 5.15 The event-day CPZ is proposed to both protect the amenity of local residents and to help minimise car use by visitors to the stadium. A key principle of the scheme is that it must be self-financing and not a financial burden on the Council. Parking schemes cannot be introduced as a way of raising revenue, with parking changes and income from associated enforcement activities governed by the provisions of s55 of the Road Traffic Regulation Act 1984.

# **Provision for Carers**

- 5.16 Several respondents highlighted that people in the area currently receive visits from carers, sometimes more than once a day, making it impractical to use visitor permits for this type of essential activity.
- 5.17 It is recognised that a small number of people will require frequent visits from carers and/or health workers. As with other CPZs in the Borough it is therefore proposed that 'carer' permits will be issued free of charge to those that meet the eligibility criteria.

# Impact on Blue Badge Holders

5.18 A number of people raised concerns about the impact of the scheme on blue badge holders.

5.19 Residents and visitors with a valid blue badge will be largely unaffected by the scheme as they will be able to park free of charge in one of the bays (without the need for a permit) or on a single yellow line for up to three hours (providing there are no loading restrictions).

# **Geographic Extent of Restrictions**

- 5.20 Some respondents suggested that the proposed CPZ was either too large or, conversely, not large enough.
- 5.21 The extent of the zone ties in with the boundary identified at the time the Stadium was granted planning permission and the subsequent legal agreements. The boundary is based on a 30-minute walk time to the Stadium which is consistent with similar event-day CPZs. However, it is accepted that the boundaries may need to be adjusted in the light of operational experience and this will be considered further as part of the post-implementation scheme review.

# No Parking Problem

- 5.22 Related to the above concern, some respondents felt that parking was not a problem or that the scheme would simply increase parking pressures beyond the proposed boundary.
- 5.23 It is accepted that parking associated with the original Stadium may not have extended as far as the outer areas of the proposed CPZ. However, the substantial increase in capacity proposed, together with the additional parking controls being introduced by Haringey, make it likely that pressures will increase within the 30-minute catchment area. It is possible that adjustments may need to be made to the boundary in the future to address any potential boundary problems. Such changes would be subject to further consultation with affected local residents.

# **CPZ Operational Hours**

- 5.24 A number of respondents felt that the event-day controls were insufficient to address current parking problems. In particular, the petition with 2,100 signatures received from REACT sought all-day parking controls.
- 5.25 It is accepted that an event-day CPZ will not solve all of the current parking pressures in areas such as the Raynham Road area, caused by a combination of shopper, commuter parking and parking generated by a number of community uses. However, the proposed CPZ will ease problems on event-days and provides much of the infrastructure that would enable an all-day CPZ to be introduced at a future date, if this is supported by the wider community. Subject to securing the necessary funding, further consultation on additional parking controls could be undertaken following implementation of the event-day CPZ.

- 5.26 A few respondents also suggested that the event-day CPZ hours should either be longer or shorter than those proposed.
- 5.27 The signing requirements mean that the permanent zone entry signs must indicate the operational hours of the CPZ. The subsidiary plates can be varied to indicate the days when the restrictions apply. The proposed Noon to 9pm restriction is therefore necessary to capture the range of possible event start times at the new Stadium, i.e. both lunchtime and evening football matches, NFL games and music events. Although events may well continue until after 9pm, the vast majority of visitors are likely to be in the stadium by this time. It is understood that Haringey will be extending the operational hours of their CPZ from 8pm to 9pm to address parking generated by the proposed music events.
- 5.28 The proposed midday start is consistent with the existing event-day CPZ in Haringey, which will help with the understanding of the scheme. However, the midday start time could impact on some existing activities, which is not the objective of the scheme. The primary aim of the scheme is to prevent stadium visitors from parking in surrounding residential streets and enforcement activities will be focused to achieve this objective. The operation of the CPZ including the hours of operation will need to be reviewed post-implementation and adjustments made to address local issues where practicable.

# **Impact on Community Uses**

- 5.29 Two places of worship raised concerns about the impact of the CPZ on people attending services and other events. The same issue potentially affects other places of worship in the area, including the Mosque in Raynham Road.
- 5.30 Whilst the number of occasions when an event-day occurs at the same time as community events may be relatively small, it is acknowledged that the scheme could be inconvenient for some people attending services or other events.
- 5.31 Where feasible, it is therefore proposed to amend the detailed design to install some time-limited, free on-street parking bays as part of the scheme. Further engagement is taking place with the various places of worship to try and minimise the impact of the scheme on their activities, whilst still maintaining the main aim of the scheme to limit opportunities for people attending events at the stadium to park in local streets.

# **Obstructive Parking**

- 5.33 Some comments were made about the detailed design of the scheme, including comments about bays in front of dropped kerbs and bays on both sides of Bull Lane which could potentially delay buses.
- 5.34 The detailed design has been reviewed in the light of the comments received and bays will not be marked in front of properties with a properly constructed dropped kerb.
- 5.35 The design of the bays on Bull Lane have also been reconsidered and an event day restriction proposed so that parking can only occur on one side of the road,

ensuring that neither buses nor ambulances attending the North Middlesex Hospital are impeded.

# **Prowse Court**

5.36 A specific issue has been raised by residents of Prowse Court and the Highmead Management Company Ltd regarding eligibility for permits. In particular, the s106 agreement relating to the development of Prowse Court obligates the Developer to inform residents that:

"they are not eligible to be granted a permit to park a vehicle in a residents parking bay within any existing or future controlled parking zone within the London Borough of Enfield and will not be able to buy or contract to park within any car park owned or controlled by the Council save that residents of Dwellings may and will be encouraged to park vehicles in the Trafalgar Place Car Park".

- 5.37 Some residents of Prowse Court object to the CPZ permit restriction arguing that it is unreasonable. The Management Company suggests that a transitionary period is allowed during which residents can apply for a permit (at least a year is suggested) so that people have time to dispose of their cars or make alternative arrangements.
- 5.38 The intent of the s106 agreement is clear and people moving into Prowse Court should have understood that they would not be eligible for permits if a CPZ were introduced in the future. However, Legal Services have highlighted a recent Appeal Court decision that needs to be considered in detail before a final decision is made whether or not residents of Prowse Court will be issued permits.

# **Impact on Private Car Parks**

- 5.39 A number of residents raised concerns about the possibility of on-street parking restrictions displacing parking to private parking areas, for example Plowman Close, N18.
- There clearly is some risk that parking could be transferred onto private parking areas, including some Council Housing estates. Ultimately, the various landowners are responsible for putting in place appropriate measures to manage and enforce their own parking arrangements. Unlike private land, a traffic management order is necessary to enable parking restrictions on public land to be enforced. A cross-Council project is currently underway to help regulate parking and introduce traffic management orders on a number of Council Housing areas to ensure that estate parking can be restricted for use by residents and enforced.

# Impact on Teachers

5.41 The potential impact of the CPZ on teachers parking on-street on event-days was flagged as a potential problem in the future. Five schools fall within the proposed CPZ boundary (St John and St James C of E Primary School,

- Raynham Primary School, Meridian Angel Primary School, Brettenham Primary School and Wilbury Primary School).
- 5.42 Mid-week events in the evening would trigger the CPZ restrictions coming into effect from midday. The introduction of a new permit type for essential staff would overcome the problem. However, it is proposed that permits are only issued where they are supported by a business case and the school have an up to date travel plan demonstrating that they are fully engaged in trying to reduce car use by both staff and pupils.
- 5.43 The proposed review of the scheme provides the opportunity to look at the need for similar permits to be issued in other circumstances, where supported by a compelling business case.

### **Post-Consultation Amendments**

- 5.44 In light of the consultation responses, a number of changes have been proposed, including:
  - Modifying the traffic management order to make provision for carer and essential user permits;
  - Modifying the traffic management order and amending the detailed design so that parking cannot take place on both sides of Bull Lane on event days;
  - Modifying the traffic management order and amending the detailed design so that parking bays are not installed adjacent to properly contrasted dropped kerbs;
  - Modifying the traffic management order and amending the detailed design so that a limited number of free, short-stay bays can be provided in the vicinity of places of worship and similar community uses.
- 5.45 Post implementation, it is recommended that the operation of the CPZ be reviewed and further changes made, subject to the outcome of consultation. Further consultation will be undertaken as part of the review to obtain feedback on issues such as:
  - The controlled hours:
  - The cap on visitor permits;
  - Scheme operating costs;
  - The possible need to amend the CPZ boundary;
  - Impact on business and community users.
- 5.46 The timescale for review will need to be flexible as some issues may require urgent attention in light of operational experience, whilst others may only emerge once the scheme has bedded in.

# 6.0 ALTERNATIVE OPTIONS CONSIDERED

- 6.1 **Defer implementation** the implementation of the CPZ could be deferred until after the opening of the new Stadium. However, to do so would lead to significant inconvenience to residents and increased congestion and pollution. This is not therefore recommended.
- 6.2 Amend CPZ hours the midday to 9pm restriction has been selected to capture the full range of possible events at the new Stadium, i.e. both lunchtime and evening football matches, NFL games and music events. Although events may well continue until after 9pm, the vast majority of visitors are likely to be in the stadium by this time. It is understood that Haringey will be extending the operational hours of their CPZ from 8pm to 9pm and there is merit in both boroughs' having consistent restrictions.
- 6.3 Introduce all-day controls in some areas there is clearly a demand for additional parking controls in some areas. However, this will require further engagement with the local community and cannot be delivered in time for the opening of the Stadium in August 2018. These schemes will therefore need to be taken forward separately at a future date, noting that the installation costs will be lower as the vast majority of posts and markings will already be in place.
- 6.4 **Do nothing** This option would mean that residents and their visitors may continue to experience parking problems in their roads with an increased number of visitors driving to the area and more congestion on local roads on event days. This option would also be contrary to the agreement between the Council and THFC.

# 7.0 REASONS FOR RECOMMENDATIONS

- 7.1 The proposed scheme has the support of the majority of consultation respondents within the area and will benefit residents and businesses by deterring stadium visitors from parking in the area on event-days.
- 7.2 It is also recommended that both the detailed design and traffic management order be amended so that the scheme can be modified in the light of consultation responses, as set out in paragraph 5.44 of the report.
- 7.3 Finally, it is recommended that operation of the scheme be reviewed postimplementation so that both initial teething problems and other operational issues can be addressed.

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

# 8.1 Financial Implications

8.1.1 The estimated capital cost of implementing the event-day CPZ is covered by the s278 agreement between the Council and THFC, which makes provision for £464,230K (including index linking).

8.1.2 The table below sets out the estimated capital cost of implementing the proposed event-day CPZ:

Consultation and design	£192,695
Implementation	£271,535
Total cost	£460,470

8.1.2 In addition, there are a number of on-going costs associated with the scheme. THFC have agreed to carry out the sign changes required before each event, leaving the Council to cover the on-going enforcement costs, calculated to be £550 per event (based on six civil enforcement officers per event). It is anticipated that these costs will be met by fines generated by the issue of PCNs, but enforcement costs will need to be reviewed in the light of operation experience and adjusted up or down as necessary.

# 8.2 Legal Implications

- 8.2.1 Section 122 of the Road Traffic Regulation Act 1984 (RTRA 1984) places a duty on the Council to secure, as far as reasonably practicable, 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'. The proposed safety measures are in accordance with the discharge of this duty.
- 8.2.2 Section 45 of the RTRA 1984 provides authority for the Council to designate parking places on the highways and section 46 enables charges to be introduced for vehicles left in a parking place.
- 8.2.3 Section 55 of the 1984 Act sets out financial provisions relating to designation orders, requiring an account to be kept of income and expenditure in respect of parking places. Any surplus can only be spent on the items specified in s55(4) (a)-(f).
- 8.2.4 Regulations prescribe the procedure to be followed in making a traffic management order and require consultation with specific persons, publication of proposals in the local press and the giving of adequate publicity as appropriate by, for example, the display of notices or the delivery of letters to premises likely to be affected by any provision of the order. Any written objections or representations received as a result of these notifications must be conscientiously taken in to account.
- 8.2.5 The recommendations contained within the Report are in accordance with the Council's powers and duties as the highway and traffic authority.

# 8.3 Property Implications

8.3.1 A number of Council Housing properties are within the proposed event-day CPZ. Officers have been working collaboratively to address these issues so

- that enforceable restrictions can be introduced to protect the amenity of Council tenants and leaseholders.
- 8.3.2 The use of Council-owned pitches on Pymmes Park could be affected by the event-day CPZ as weekend bookings for football pitches currently run beyond midday. In future it may be necessary to adjust booking times so that they end before the start of the controlled period and midday.
- 8.3.3 No other property issues have been identified.

# 9 KEY RISKS

The key risks relating to the scheme are summarised below together, where relevant, with steps taken to mitigate the level of risk:

Risk Category	Risk	Mitigation *
Operational	Disruption during implementation	Traffic management arrangements will be designed to minimise disruption for local residents. Roadworks will also be co-ordinated to take account of other work in the area.
Financial	Insufficient funds/cost escalation	Funding from Tottenham Hotspur FC has been allocated to the scheme and the estimated implementation cost falls within the available budget. Controls are in place to ensure that order is not placed until price is known and budget confirmed.
Reputational	Opposition to scheme from some local residents/ organisations	Consultation has been undertaken to take into account views of local residents.
*	Complaints from residents if the CPZ is not in place for start of the new season	Early discussion with contractor to reserve resources, subject to final scheme approval.
Regulatory	Failure to comply with statutory requirements	Scheme being delivered by experienced designers, with support from TMO experts.

# 10 IMPACT ON COUNCIL PRIORITIES

# 10.1 Fairness for All

The agreed scheme has been developed taking into account the needs of all members of the community, including vulnerable residents requiring regular

care. Given that the scheme is specifically required due to the expansion of the THFC Stadium, as long as the scheme is not subsidised by the Council's general fund, it is fair in this instance that residents should not have to bear the cost of residents' permits.

# 10.2 Growth and Sustainability

The event day CPZ will help to reduce the number of people travelling to the Stadium by car, encouraging the use of more sustainable means of travel. This will help reduce congestion (and associated emissions) as well as improve the amenity of local residents.

# 10.3 Strong Communities

The statutory consultation generated some 700 responses and petitions totally over 2,000 signatures, a positive indication of community engagement. However, it is clear that the proposed scheme does not solve all of the parking problems in the area and the Council can take forward further parking controls where there is clear community support for them.

# 11 EQUALITY IMPACT IMPLICATIONS

- 11.1 A predictive equality impact assessment has been carried out and is attached in Appendix 4. This identified some potentially negative impacts with the original proposals relating parking for carers and people attending places of worship by car. However, mitigation measures have been identified to address these concerns and the scheme amended, as outlined elsewhere in the report.
- 11.2 The scheme will have a generally positive impact on blue-badge holders as they will be able to park during the controlled hours in permit-holder bays (indefinitely) and on yellow lines for up to three hours (assuming no loading restrictions are applicable).
- 11.3 The equality impact assessment includes an action plan that ensures that the impact of the scheme on relevant protected groups will be monitored.

# 12 PERFORMANCE MANAGEMENT IMPLICATIONS

The event day CPZ will have limited impact on performance when considered in isolation. However, the scheme will contribute to a number of key targets, including those relating to reducing the number of vulnerable road users injured on our roads, and increasing the use of sustainable means of travel.

# 13 PUBLIC HEALTH IMPLICATIONS

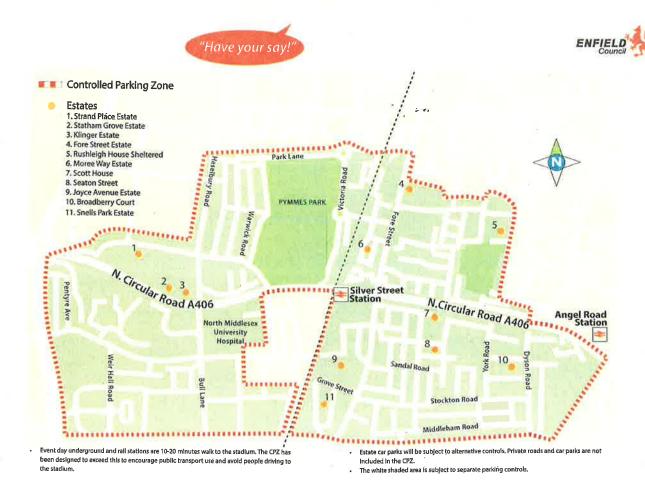
The proposed CPZ is an essential part of the Stadium Transport Strategy aimed at reducing the proportion of trips to the Stadium made by private car. This, together with other measures to promote both public transport use and

active travel, supports the Council's public health objectives. It is noted that THFC are obligated to monitor the effectiveness of the Strategy to ensure that the modal split targets are achieved and maintained.

# 14 BACKGROUND PAPERS

No background papers have been used in the preparation of this Report.









# Tottenham Hotspur Stadium Major Event Day Parking Measures

Consultation on parking



ENFIELD Council



# **Tottenham Hotspur Stadium**

# **Major Event Day Parking Measures**

# Consultation on parking

# Please respond by Friday 23 February 2018

## **Overview**

The Council consulted residents last year about parking problems in the South Edmonton area, particularly those likely to occur when the new Tottenham Hotspur Stadium opens next year with a capacity increased from 38,000 to over 61,000.

In addition to hosting all of Tottenham's home matches, the stadium has permission for up to 16 non-football major events per year, two of which will be National Football League (American football) matches and up to six could be music concerts. More information on the new stadium can be found at: new-stadium.tottenhamhotspur.com.

Tottenham Hotspur F.C. is taking steps to ensure that as many people as possible travel to the stadium by public transport. However, without on-street parking controls, some spectators will attempt to drive and park in residential streets. This could result in:

- Severe congestion on the local road network;
- Increased delays to the local bus service due to bus diversions;
- Residents and businesses being unable to park in local streets.

To combat these problems, the Council believes it is necessary to introduce an event-day controlled parking zone (CPZ).

# **Summary of proposal**

The main features of the scheme are:

- The scheme will only apply on event days
   between 12noon and 9pm in the streets shown on the map (pages 4 and 5).
- Event days will be well signed so it will be clear when the restrictions apply. These will normally be displayed three days before a home match or stadium event.
- Residents and their visitors will need to have a permit if they wish to park on-street on event days during the controlled hours.
- Permits will be free of charge for residents and businesses based in the CPZ for at least three years. After this period, the operation of the CPZ will be reviewed and it may be necessary to introduce a charge to ensure that the scheme is covering its costs.
- Residents with a vehicle(s) registered to an address within the CPZ will be eligible for a vehicle-specific permit.
- Visitor vouchers will also be available (for a small charge) for people visiting residents living within the CPZ (details on page 6).
- Any vehicle without a valid permit/voucher may be issued with a Penalty Charge Notice ('parking ticket').
- Yellow lines and vehicle bays will be painted to show where vehicles can and can't park.



## Consultation

Please note this event day CPZ is separate to any previous CPZ's proposed in your area.

We would be grateful for your views on this proposal. Detailed plans for your road can be viewed online at **www.pciconsult.co.uk/enfield**. Your views are important even if you do not own a vehicle or park in the South Edmonton area, as your visitors may be affected by the proposal.

Have your say by:

- Completing the online survey at: www.pclconsult.co.uk/enfield
- Filling in the enclosed questionnaire and returning it to us using the pre-paid envelope – no stamp required.

Please respond by Friday 23 February 2018.

Please note that only one response per household will be accepted as a valid consultation response. You can find more information on CPZs on page 6.

Your comments will be taken into account when we decide whether to make the 'traffic management order' that legally brings the CPZ into operation and allows it to be enforced. However, completing the questionnaire does not affect your right to formally object to or make further representations if you wish. If this is something you want to do, your representations must be made in writing to Project Centre, Traffic Orders Team, Unit 2 Holford Yard, London WC1X 9HD and received by Friday 23 February 2018.

# **Next steps**

A summary of the results of this consultation will be published on the Council's website (www.enfield.gov.uk).

All responses received during this statutory consultation process (including valid returned questionnaire forms and online surveys) will be collated and reviewed, and changes will be made to the design if appropriate. Subject to the outcome of the consultation process, the aim is for the new parking controls to be in place for the start of the 2018/19 football season.

# **Any questions?**

If you have any questions about this survey please call 0203 092 2929 or email:

enfield.consultation@projectcentre.co.uk

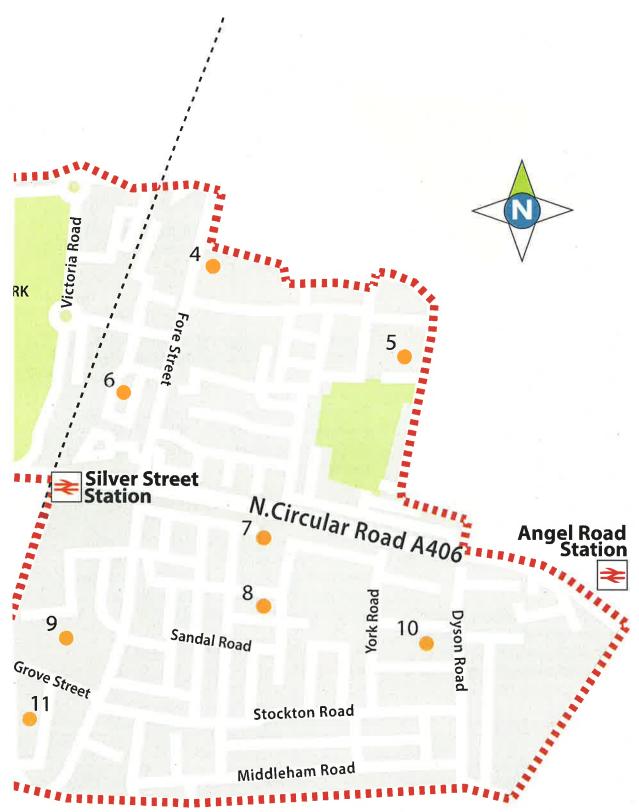


# Controlled Parking Zone

# **Estates** 1. Strand Place Estate 2. Statham Grove Estate 3. Klinger Estate 4. Fore Street Estate 5. Rushleigh House Sheltered Park Lane mmmm Haselbury Road 6. Moree Way Estate 7. Scott House 8. Seaton Street 9. Joyce Avenue Estate **PYMMES PARK** 10. Broadberry Court 11. Snells Park Estate N. Circular Road A406 Pentyre Ave **North Middlesex** University Hospital, Weir Hall Road **Bull Lane**

• Event day underground and rail stations are 10-20 minutes walk to the stadium. The CPZ has been designed to exceed this to encourage public transport use and avoid people driving to the stadium.





- Estate car parks will be subject to alternative controls. Private roads and car parks are not included in the CPZ.
- The white shaded area is subject to separate parking controls.

# Information on controlled parking zones (CPZ) and how they operate



### What is a CPZ?

A CPZ is an area where parking is prioritised for residents and their visitors through a permit system. If you or your visitors wish to park in the South Edmonton area during the restricted times of the event day, you will need to have a valid permit (or visitor voucher). The CPZ will have signs telling motorists (and residents) the days and times that the restrictions apply.

## How do CPZs work?

The CPZ works by ensuring that only vehicles with valid permits are allowed to park in designated bays during the hours the Event Day CPZ operates. Permits will only be made available to local residents and businesses within the CPZ boundary. The CPZ will only operate when a match or major event is taking place at the stadium, although there may be existing restrictions that still apply (such as double yellow lines at junctions etc.).

# What are the advantages of an Event Day CPZ?

The CPZ will reduce traffic congestion on event days caused by spectators looking for available parking. The CPZ will also ensure that residents have a better chance of being able to park close to their homes.

# Will there be a cost for permits?

Permits for residents and businesses will be free of charge and last for three years, subsidised by Tottenham Hotspur F.C. Whilst it is anticipated that permits will continue to be free after three years, this cannot be guaranteed until the scheme has been implemented and we are sure that it is covering its costs.

Business permits will be issued to those that meet the criteria. The criteria will be available online at www.enfield.gov.uk

### **Visitor vouchers**

In addition, a small charge is proposed for visitor permits: £15 for a book of ten visitor event-day permits.

Residents can purchase up to two books of visitor event-day permits per year (i.e. 20 permits) for their visitors to park within the CPZ during the controlled hours.

# How has the CPZ area been decided?

The CPZ boundary is based on a 30 minute walktime from the Stadium. However, it is possible that some parking could be displaced into uncontrolled roads just outside the CPZ. If this happens, there will be an opportunity to extend the CPZ.

# Will there be new signs and road markings?

Yes, there will be new signs and road markings. Every effort will be made to keep these to a minimum.

# How do I apply for a permit?

If the CPZ goes ahead you will be able to apply for your permit online at www.enfield.gov.uk

# **Tottenham Hotspur Stadium Event Day**



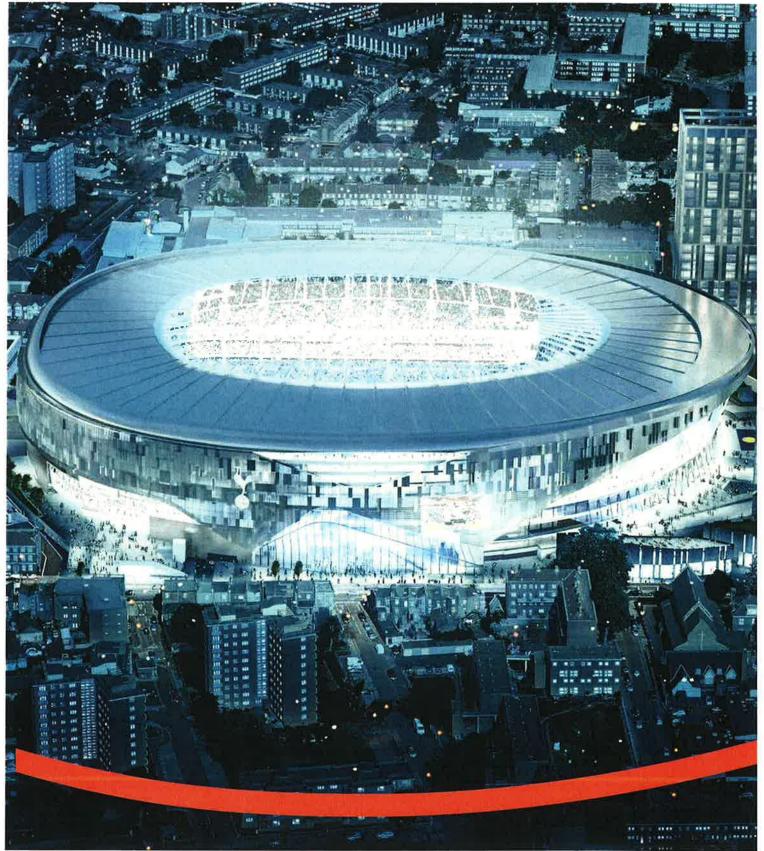
# Parking questionnaire

It is recommended that you read the enclosed information before completing the questions below. Please complete the questionnaire and return it in the pre-paid envelope provided (no stamp needed) to reach us by **Friday 23 February 2018**. The questionnaire can also be completed online at **www.pclconsult.co.uk/enfield**. If you require further information or wish to discuss the CPZ proposals, please contact 0203 092 2929.

			Postcode*	n:
Tel.		Email		Date
(* essent	ial, this information will	be kept confidential and only use	d to help with the analysis	of this consultation.)
01				
Q1.	Are you are a hom	ne or a business?		
	Resident	Business		
Q2.	How many cars do	you/your family park on th	e road?	
	None, I park off street	1 2	3 or mor	e l do not own a vehicle
	on street			d Vernete
Q3.	Dloggo uso the sp	see heless to provide any en	acific commonts on th	e detailed plans for your stre
QJ.		ved at www.pclconsult.co.u		e detailed plans for your stre
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0.4	*)	ace below to provide any otl		



Thank you for taking the time to respond to this consultation

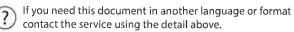


# **Contact Enfield Council**

Civic Centre
Silver Street
Enfield
EN1 3XY
Tel. 020 8379 1000
www.enfield.gov.uk







rotterfram Hotspur Event Day CPZ Support for and aginst the scheme PROJECT CENTRE Une 2 hadrod Vard
Une 2 hadrod Vard
VCTV 999
VCTV 999
Hall info@progecomer
Veb 77186
Web enversions of the progecomer ENFIELD Consultation Respon SupportOpposeNot known <u>k</u>

Appendix 3: Support for the scheme



# 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

Department:	Department: Regeneration & Environment	Service:	Traffic and Transportation
Title of decision:	THFC Event Day CPZ	Date completed:	17 04 2018
Author:	David Taylor	Contact details:	X3576
F	1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 -		

# Type of change being proposed: (please tick)

Service delivery		Policy change or new	Grants and	Budget change	
change/ new	>	policy	commissioning		
service/cut in	-2				
service				1.0	

# Describe the change, why it is needed, what is the objective of the change and what is the possible impact of the change: 2

Edmonton area. The scheme is needed to protect the amenity of local residents and to reduce the proportion of visitors to the Stadium The proposal relates to the introduction of an event-day controlled parking zone covering just under 10,000 properties in the South traveling by car. Possible impacts of the scheme include:

Only permit holders able to park within defined bays during the controlled hours

Bays and yellow line restrictions will make it easier for blue-badge holders to find spaces

More difficult for regular carers to visit vulnerable residents – addressed by introducing carers permits

Increased cost for car owners – addressed by making permits free for the first 3 years, at least

Attending community events by car made more difficult - addressed by providing short-stay bays & monitoring

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No – all members of the community have access to the highway although it is recognised that some protected groups may have practical problems using the service.

4. Ē	4. Equalities Impact Indicate Yes, No or Not Known for each group	VillidseiO	TebneĐ	əgĄ	Васе	Religion & Belief	Sexual Orientation	nebneð Inemngizzsen	ې Pregnancy ک Waternity	Marriage & Civil Partnerships
<del>-</del>	Does equalities monitoring of your service show people from the following groups benefit from your service? (recipients of the service, policy or budget, and the proposed change)	N/X	X/X	N/K	N/K	N/K	N/K	N/K	N/K	N/K
2	Does the service or policy contribute to eliminating discrimination, promote equality of opportunity, and foster good relations between different groups in the community?	N/K	N/K	N/K	N/K	N/K	N/K	N/K	N/K	N/K
3.	Could the proposal discriminate, directly or indirectly these groups?	Nò	No	No	No	No	No	No	No	No
4.	4. Could this proposal affect access to your service by different groups in the community?	Yes	ON O	No	No	2 <u>Yes</u>	No	No No	N <sub>O</sub>	N <sub>O</sub>
5.	Could this proposal affect access to information about your service by different groups in the community?	2	o Z	No	o <sub>N</sub>	o N	No N	o N	o N	o N
9.	Could the proposal have an adverse impact on relations between different groups?	§.	o Z	No	o <sub>N</sub>	No	o N	o N	o N	°Z

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.

# Negative impacts

- People requiring regular visits by health workers/carers during the controlled hours could be disadvantaged. Impact mitigated by introducing carer permits for those meeting eligibility criteria.
- limited number of free, short-stay bays will be provided where practicable to provide some space for those travelling by car. The impact There are several places of worship within the proposed CPZ and the restrictions could make it less convenient on occasions for some hours). In addition, although the policy is to encourage sustainable travel as much as possible, the design has been reviewed and a that currently drive. The number of events that coincide with services etc. will be limited, but it is accepted that there could be some impact. Blue-badge holders will be able to park within permit-holder bays (without time restriction) and on most yellow lines (up to 3 of the scheme on places of worship etc. will be monitored post-implementation and further engagement will take place to try and address areas of concern.

# Positive impacts:

The introduction of restrictions will have a positive impact on blue badge holders as the Local Authorities Traffic Orders (Exemptions for Disabled Persons) (England) Regulations 2000 require that certain traffic orders made by local authorities under the Road Traffic holders will be able to park during the controlled hours in permit-holder bays and on yellow lines for up to three hours (assuming no exempting any disabled person's vehicle displaying a disabled person's badge. This exempts the holder from waiting restrictions in certain circumstances, and from charges and time limits at places where vehicles may park or wait. In this instance, blue badge Regulation Act 1984 that prohibit or restrict the waiting of vehicles in roads and street parking places must include a provision loading restrictions are applicable)

\*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	ni gnivil elqoeq gnisuod Isioos	Lone parents	wol no elope¶ semooni	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?	Yes?	No	No	No	No	Yes <del>?</del>	NeYes	No No
Does the service or policy contribute to eliminating discrimination, promote equality of opportunity, and foster good relations between different groups in the community?	N/K	N/K	N/K	N/K	N/K	N/K	N/K	N/K
Could this proposal affect access to your service by different groups in the community?	No	No	No	No No	No	No 3.	oN ON	No

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

scheme is mitigated by the fact that residents will not have to pay for a permit for their own vehicle (at least for the first 3 years), only having to bear the cost of visitor permits (@ £15 for a book of 10). Those on low incomes are less likely to own cars and will therefore be unaffected by the proposal. For those with a car, the impact of the

People in Poor Health; It is recognised that a small number of people will require frequent visits from carers and/or health workers. As with other CPZs in the Borough it is therefore proposed that 'carer' permits will be issued free of charge to those that meet the eligibility criteria.

# 6. Review

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

A period of monitoring and evaluation will take place immediately post-implementation so that problems can be identified and quickly addressed where practicable.

# 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:...THFC Event Day CPZ

Department:...Regeneration and Environment. Team:...Traffic and Transportation.....

Service manager...David Taylor

Identified Issue	Action Required	Lead Officer	Timescale/ By When	Costs	Review Date/ Comments
Impact on carers	Promote opportunity and eligibility for carer permits	DT/DO	Before scheme becomes operational	Officer Time	August 2018
	Monitor number of permits issued	DM	Ongoing	Officer time	Ongoing
Impact on blue-badge holders	Promote implications of scheme on blue badge holders	рт/во	Before scheme becomes operational	Officer time	August 2018
	Monitor number of PCNs issued to blue-badge holders	DM	Ongoing	Officer time	Ongoing
Impact on places of worship	Promote implications of scheme on blue badge holders	DT/DO	Before scheme becomes operational	Officer time	August 2018
	Implement free, limited- stay bays	DT/DO	Before scheme becomes operational	Part of scheme cost	August 2018



	Monitor use of free bays	рт/во	During 1 <sup>st</sup> 6 months	Officer time	January 2019
Complaints	Log and review complaints& adapt scheme as necessary	DM/DT/DO	Ongoing	Officer time	Ongoing

Please insert additional rows if needed

Date to be Reviewed:

APPROVAL BY THE RELEVANT DIRECTOR:

NAME: Doug Wilkinson

SIGNATURE

This form should be emailed to joanne.stacey@enfield.gov.uk and be appended to any decision report that follows.

