

## Haringey Council

**Report for:** Head of Highways and Parking in consultation with the Cabinet Member for Tackling Inequality and Resident Services

**Title:** Seven Sisters CPZ- Statutory Consultation

**Report authorised by:** Simi Shah – Group Manager Traffic and Parking Projects

**Report Author/s:** Carlos Munoz – Project Engineer (Parking Projects)  
Andy Bourke - Parking Policy and Projects Manager

**Ward(s) affected:** South Tottenham  
Seven Sisters  
Tottenham Central

**Report for Key/  
Non-Key Decision:** Non-Key decision

### 1 Describe the issue under consideration.

1.1 To report the outcome of the statutory consultation carried out between 17th April and 8th May 2024, on the following proposals:

- a) To increase the number of residents only parking bays in Constable Crescent and Lawrence Road.  
To extend the existing share use parking bay (resident and pay to park) outside Nos 52 to 56 Lawrence Road.
- b) To convert existing single yellow line (timed waiting restrictions) to double yellow line (at any time) waiting restrictions at the following junctions to improve safety for pedestrians and visibility, emergency services accessibility along with key council service access.
  - Southey Road junction with Elizabeth Road-
  - Birstall Road junction with Greenfield Road.
  - Kirkton Road junction with Lomond Close.
  - Clyde Circus junction with Nelson Road.
  - Clyde Circus junction with Clyde Road.
  - Clyde Circus junction with Jansons Road.
  - Clyde Circus junction with Loobert Road.
  - Grove Park Road Junction with Beaconsfield Road.
  - Roslyn Road junction with Seaford Road.
  - Ashby Road (West side).
  - Ashmount Road (South side)
  - Greenfield Road (North end)
- c) To increase length or implement new 'at any time' waiting restrictions (double yellow lines) with loading restrictions at the following locations for the purpose

of improved pedestrian and road user safety, visibility, emergency services accessibility along with key council service access.

- Constable Crescent Junction with Stamford Road.
- Stamford Road Junction with Newton Road
- Bernard Road junction with Rangemoor Road.
- Norman Road junction with Rangemoor Road.
- Herbert Road junction with Rangemoor Road.
- Harold Road junction with Rangemoor Road.
- Tottenham Green East junction with Tynemouth Road.
- Collingwood Road junction with Clyde Road.

1.2 The proposals set out above are provided on a plan attached in Appendix 1

1.3 To seek approval to proceed with the implementation of proposed changes set out in section 1.1, having considered the submissions and objections received to the feedback, particularly the objections to the proposal.

## **2 Cabinet Member Introduction**

2.1 N/A

## **3 Recommendations**

That the Head of Highways and Parking, in consultation with the Cabinet Member for Tackling Inequality and Resident Services:

3.1 Considers the feedback and objections received during the statutory consultation alongside officer responses set out in Section 6.10 of this report and in context with the resident engagement decision report approved 16<sup>th</sup> October 2023.

3.2 Approves the introduction the following measures:

- a) To increase the number of residents only parking bays in Constable Crescent and Lawrence Road by extending the existing share use parking bay (resident and pay to park) outside Nos 52 to 56 Lawrence Road.
- b) To convert existing single yellow line (timed waiting restrictions) to double yellow line (at any time) waiting restrictions at the following junctions to improve safety for pedestrians and visibility, emergency services accessibility along with key council service access.
  - Southey Road junction with Elizabeth Road-
  - Birstall Road junction with Greenfield Road.
  - Kirkton Road junction with Lomond Close.
  - Clyde Circus junction with Nelson Road.
  - Clyde Circus junction with Clyde Road.
  - Clyde Circus junction with Jansons Road.
  - Clyde Circus junction with Loobert Road.
  - Grove Park Road Junction with Beaconsfield Road.
  - Roslyn Road junction with Seaford Road.
  - Ashby Road (West side).
  - Ashmount Road (South side)

- Greenfield Road (North end)
- c) To increase length or implement new 'at any time' waiting restrictions (double yellow lines) with loading restrictions at the following locations for the purpose of improved pedestrian and road user safety, visibility, emergency services accessibility along with key council service access.
- Constable Crescent Junction with Stamford Road.
  - Stamford Road Junction with Newton Road
  - Bernard Road junction with Rangemoor Road.
  - Norman Road junction with Rangemoor Road.
  - Herbert Road junction with Rangemoor Road.
  - Harold Road junction with Rangemoor Road.
  - Tottenham Green East junction with Tynemouth Road.
  - Collingwood Road junction with Clyde Road.

#### **4 Reasons for decisions**

- 4.1 Statutory consultation forms part of the legal process set out in the Road Traffic Regulation Act 1984 (RTRA 1984) for controlling vehicular movements by introducing measures such as parking places and waiting and loading restrictions. It is not a referendum on proposed parking measures, or a repeat of the public engagement exercise, but provides the opportunity for any interested party to formally object to proposals. The Council is required under legislation to consider all objections to proposals before deciding whether or not to proceed to implement measures.

#### **5 Alternative options considered.**

- 5.1 The Council could choose to do nothing; however, managing kerb side space and permit parking for residents and visitors, along with offering safer crossing opportunities at junctions, is essential for creating a public highway network that is better connected, has greater capacity, and is more accessible for all.

#### **6 Background Information.**

- 6.1 A public engagement exercise commenced on 1st November 2022 for 21 days, closing on 23rd November 2022, on the review of the existing Seven Sisters CPZ. Of the 8523 properties that were consulted, the Council received 388 responses, a response rate of 4.6%. Of those who responded, 80.4% felt that changes to operational days and times were not required. Additionally, 50.3% of the respondents said they did not find it difficult to find parking spaces on their road.
- 6.2 Based on the results obtained from the parking occupancy surveys, resident feedback during resident engagement process and the review of all historic parking measures, we are proposing these measures to address accessibility, safety and visibility at junctions throughout the seven sisters CPZ area.
- 6.3 Statutory consultation is required to make those changes. This is not a referendum on proposed parking measures, or a repeat of the public engagement exercise, but provides the opportunity for any interested party to formally object to proposals.
- 6.4 Statutory consultation commenced on 17th April 2024 for a period of 21 days. The process legally required the publication of a notice of proposal in the London

Gazette, Enfield, and Haringey Independents. Additionally, statutory consultation notices were erected on lamp columns in the affected streets. The closing date for objections and comments was 8th May 2024. Letters detailing the results of the public engagement, along with information specific to the statutory consultation, were hand-delivered to every property within the directly affected areas by the proposals. A copy of the letter was uploaded to the Council's website to ensure access by all interested parties. Copies of the statutory notification letter and plan detailing the extent of the proposed area are available in Appendix. 2

6.5 In line with approved procedures, the proposal was also uploaded to the Council's traffic management order (TMO) GIS system. This enables residents to inspect the proposals from any digital device. Submissions and objections could be made directly through the system. In accordance with legislation, residents or stakeholders were also able to inspect TMO plans at the Council's reception and provide objections via email or writing to the Council.

6.6 As part of the statutory process, the following statutory bodies were also notified:

- AA
- London Transport
- Police (local)
- Fire Brigade
- London Ambulance Service
- Freight Transport Association
- Road Haulage Association
- RAC
- Metropolitan Police (traffic)
- London Travel Watch
- Haringey Cycling Campaign

6.7 A total of 4 objections were received to the statutory consultation. Respondents are not legally required to provide an address or contact details. However, the Council is required under legislation to review and consider all submissions.

6.8 Table 1 below shows the three objections received with the officer's responses to each.

Table 1

Objection number	Objection	Officer's response
1 Greenfield Road	I live on Greenfield Road N15 , there is not enough parking spaces on this road and recently a new housing estate has been built, this has increased the amount of vehicles. I'm hardly able to park outside my house as it is, and then because of so many trees you can't park under them due to the abundance of bird poo. There is no need to introduce double yellow lines on such a	We are proposing a minimum length of 10 meters for double yellow lines. These measures aim to improve visibility and accessibility for vulnerable road users, reduce the risk of accidents due to obscured sightlines, enhance accessibility for emergency services, and deter illegal parking.

Objection number	Objection	Officer's response
	<p>short road. How many accidents have happened for this to be implemented. It's a nonsense and waste of tax payers money. Don't do it.</p>	
<p>2 Stamford Road.</p>	<p>I support the proposal, but I am concerned that the increased visibility at the junctions of Stamford Road with Constable Crescent and Newton Road will lead to yet further speeding.</p> <p>Already at the moment, whenever there is any kind of traffic delay on Broad Lane, cars "shortcut" through Markfield Road/Constable Crescent/Stamford Road/Newton Road/Wakefield Road, often at substantial speeds. Stamford Road in particular is relatively wide and straight, inviting speeds beyond the posted 20 mph limit.</p> <p>I would like the council to consider additional traffic calming measures along Stamford Road to visually or factually narrow the road (e.g. through planters or curb extensions)..</p>	<p>The proposed junction improvements in Constable Crescent aim to enhance safety for large lorries and trucks. By implementing waiting and loading restrictions, we can reduce the risk of damage to other vehicles during entry or exit manoeuvres. Additionally, existing speed control measures are in effect, as these roads fall within a 20 mph zone. However, additional enforcement may be necessary to ensure compliance with these rules.</p>
<p>3 Eileen lenton court</p>	<p>No stopping or packing or loading along the Tottenham green east road connecting to Tynemouth.</p>	<p>One of Haringey's four strategic outcomes for our transport policy is to have a well-maintained road network that is less congested and safer. To achieve safer junctions for all road users, we are proposing a minimum length of 10 meters for double yellow lines. These measures aim to improve visibility and accessibility for vulnerable road users, reduce the risk of accidents due to obscured sightlines, enhance accessibility for emergency</p>

Objection number	Objection	Officer's response
		services, and deter illegal parking.
4. Ashmount Road	I note that the changes from single to double yellow lines (c) have been implemented despite this being a proposal. However, I do agree in principle to the new double yellow lines, but the change from a single yellow line to double yellow lines forbidding 'waiting at any time' will cause problems for me and other residents who are elderly, or like me have painful mobility issues. If we are not able to find parking nearby, it will be difficult to carry shopping home from our distant cars. I note that there are similar arrangements for loading or unloading along main roads, I therefore request a 20 minute discretion time for residents to park up or wait for this short time, to be able to unload shopping or to get in or out of our cars, without being liable to a penalty fine each time.	The introduction of double yellow lines on the south side of Ashmount Road earlier this year was part of the Minor Works Programme. This program aims to implement essential parking measures across the entire borough. All these measures undergo the same consultation and approval process.

6.9 It is noted that LATOR provides local authorities with the discretion of whether or not to hold a public inquiry prior to the making of a TMO. This report does not include the recommendation to hold a public inquiry on account of: the effect of the order (see paragraphs 6.4 and 6.5), the relatively small number of objections, the wider support for the project, that the project will contribute towards achieving a number of policy objectives and that holding a public inquiry would lead to expense and delay while being unlikely to alter the ultimate decision.

6.10 After considering the statutory consultation submissions and noting that four objections were received. Having reviewed the grounds of each objection and noting these have not been upheld it is recommended to proceed with the proposed works as set out in table 1 of section, these being:

- a) To increase the number of residents only parking bays in Constable Crescent and Lawrence Road.  
To extend the existing share use parking bay (resident and pay to park) outside Nos 52 to 56 Lawrence Road.
- b) To convert existing single yellow line (timed waiting restrictions) to double yellow line (at any time) waiting restrictions at the following junctions to improve

safety for pedestrians and visibility, emergency services accessibility along with key council service access.

- Southey Road junction with Elizabeth Road-
- Birstall Road junction with Greenfield Road.
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- Clyde Circus junction with Jansons Road.
- Clyde Circus junction with Loobert Road.
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- Roslyn Road junction with Seaford Road.
- Ashby Road (West side).
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c) To increase length or implement new ‘at any time’ waiting restrictions (double yellow lines) with loading restrictions at the following locations for the purpose of improved pedestrian and road user safety, visibility, emergency services accessibility along with key council service access.

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- Stamford Road Junction with Newton Road
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- Norman Road junction with Rangemoor Road.
- Herbert Road junction with Rangemoor Road.
- Harold Road junction with Rangemoor Road.
- Tottenham Green East junction with Tynemouth Road.
- Collingwood Road junction with Clyde Road. Contribution to strategic outcomes

6.11 The review of an existing controlled parking zone set out in this report supports the delivery of the “Responding to the Climate Emergency” theme of the Corporate Delivery Plan, under High Level Outcome 2 - “A Just Transition.” This outcome relates to ensuring the transition to a low carbon economy is just, equitable and benefits everyone by improving air quality, road casualty reduction, improved disabled parking facilities.

6.12 It also contributes to other high-level outcomes contained within the “Responding to the Climate Emergency” theme:

- High Level Outcome 1 “A Greener and Climate Resilient Haringey”
- High Level Outcome 3 “A Low Carbon Place”

## **7 Carbon and Climate Change**

7.1 Parking controls contribute positively to carbon emission reduction and mitigate climate change in the following ways:

7.2 Reduced vehicle emissions - managed parking reduces congestion. Parking controls including Red Route controls will help ease congestion, leading to a decrease in emissions and therefore decrease in carbon footprint.

7.3 Removal of footway parking, provides improved accessibility for those walking and wheeling, encouraging more walking. This not only reduces greenhouse gas

emissions but also promotes a healthier lifestyle, which, in the long run, can reduce healthcare-related conditions linked to sedentary lifestyles.

- 7.4 Modal change: Managed parking arrangements can also support modal change. When motorised access is restricted, motorists may choose alternative transportation modes, reducing the number of vehicles on the road and associated emissions. Over time, this can lead to a shift in commuting habits with lasting environmental benefits.

## **8 Comments of the Chief Financial Officer**

- 8.1 This report seeks Cabinet approval for the implementation new remedial measures at some locations within the Seven Sisters (7S) Controlled Parking Zone.
- 8.2 The full cost of this scheme is estimated to be £18k, including community engagement; inventory of existing site conditions; design and implementation. This will be funded from the Council's approved Capital Programme as approved within the 2023/2024 Parking Investment Plan.
- 8.3 Once implemented, the future operational costs will be funded from the existing service revenue budgets.

## **9 Comments of the Head of Legal Services and Governance**

- 9.1 The Council, as a traffic authority for the borough, has a duty under section 122 of the Road Traffic Regulation Act (RTRA) 1984 to (in summary) “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 having regard to securing and maintaining access to premises, preserving or improving the amenities of the areas, national air quality, facilitating the passage of public service vehicles and safety and convenience of people using such vehicles as far as practicable.”

The Council as a local traffic authority must under section 16(1) of the Traffic Management Act 2004 manage its road network with a view to achieving, so far as may be reasonably practicable having regard to their other obligations, policies and objectives, the objective of securing the expeditious movement of traffic, including pedestrians, on the Council’s highway network and facilitating the expeditious movement of traffic on road networks for which another authority is the traffic authority. Section 16(2) of the 2004 Act refers to action which the authority may take in performing the network management duty. This includes, in particular, any action which the authority consider will contribute to securing–

- a) the more efficient use of their road network; or
  - b) the avoidance, elimination or reduction of road congestion or other disruption to the movement of traffic on their road network or a road network for which another authority is the traffic authority;
- and may involve the exercise of any power to regulate or co-ordinate the uses made of any road (or part of a road) in the road network (whether or not the power was conferred on them in their capacity as a traffic authority).

- 9.2 When exercising its functions under the RTRA the Council must under section 122(1) so far as practicable have regard to the matters specified in subsection (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.

The “matters specified” in subsection (2) are (1) the desirability of securing and maintaining reasonable access to premises; (2) the effect on the amenities of any locality affected and the importance of regulating and restricting the use of roads by heavy commercial vehicles, so as to preserve or improve the amenities of the areas through which the roads run; (3) the strategy prepared under section 80 of the Environment Act 1995 (national air quality strategy); (4) the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles and (5) any other matters appearing to the local authority to be relevant”

9.3 Section 122 of the RTRA involves a balancing exercise and the Council’s officers must bear that duty in mind when implementing the minor parking projects

9.4 This report seeks approval for the proposed changes to waiting, loading and parking on the public highway as set out in section 6 of this report to secure the safe movement of traffic/pedestrians and provision of parking facilities which is a decision that Head of Service for Highways and Parking in consultation with the Cabinet Member for Tackling Inequality and Resident Services: can take in accordance with the Council’s Constitution.

9.5 The legal position in relation to traffic management orders and the statutory requirements in respect of consultation are set out in section 10.1 through 10.4 of this report. Public and Statutory Public consultation has been undertaken and due consideration given to representations by the public. The Council would be acting in accordance with the law were it to proceed with the proposals set out in this report.

## **10 Equalities Comments**

10.1 The council has a Public Sector Equality Duty (PSED) under the Equality Act (2010) to have due regard to the need to:

- Eliminate discrimination, harassment and victimisation and any other conduct prohibited under the Act.
- Advance equality of opportunity between people who share those protected characteristics and people who do not.
- Foster good relations between people who share those characteristics and people who do not.

10.2 The three parts of the duty apply to the following protected characteristics: age, disability, gender reassignment, pregnancy/maternity, race, religion/faith, sex and sexual orientation. Marriage and civil partnership status applies to the first part of the duty. Although it is not enforced in legislation as a protected characteristic, Haringey Council treats socioeconomic status as a local protected characteristic.

10.3 The proposal to recommend proceeding with the proposed changes listed in section 6, Table 1 at various locations in the borough is a necessary step that recognises and takes account of the health and safety, equality and parking needs of Haringey's residents, visitors, shoppers and businesses.

## **11 Use of Appendices**

11.1 Appendix 1 – Plan showing locations of proposals.

11.2 Appendix 2 - Statutory notification letters delivered to affected roads.

11.3 Appendix 3 – Statutory consultation Submissions

## **12 Local Government (Access to Information) Act 1985**

- Delegated Authority Report – Seven Sisters (7S) Controlled Parking Zone Review.
- Parking Schemes – Resident Engagement Policy April 2023.



## Highways & Parking

Ann Cunningham: Head of Service for Highways & Parking



17 April 2024

## Statutory Consultation

### Review of Seven Sisters (7S) Controlled Parking Zone (CPZ)

Dear Resident or Business,

Further to my letter dated 25 January 2024, which set out the results of the public engagement undertaken as part of the review of Seven Sisters (7S) (CPZ), I am now writing to inform you when the statutory consultation will commence on the agreed changes and how you can participate further in this process.

#### What you told us

We sent engagement packs to 8523 properties. We received 388 responses. These responses were split as follows:

- 312 (80.4%) felt that changes to operational arrangements were not required.
- 76 (19.6%) indicated support for an increase in existing parking controls.

In general, the overall majority indicated that the existing parking controls in Seven Sisters (7S) are working well with current the operational days and times – Monday to Saturday 8 am to 6.30 pm.

During the initial inventory survey, the council identified several locations that did not meet minimum standards set for junction protection measures, in that respect we are proposing extending “At any time” waiting restrictions to a total length of 10 meters at some junctions within the CPZ area with the view of improving safety, visibility, and accessibility for all road users.

#### What we are going to do

We have decided to:

- a) Retain the current Seven Sisters (7S) CPZ operational days and times - Monday to Saturday, 8.00 am to 6.30 pm for all roads within the CPZ.
- b) To increase the number of residents only parking bays in Constable Crescent and Lawrence Road. To extend the existing share use parking bay (resident and pay to park) outside Nos 52 to 56 Lawrence Road.
- c) To convert existing single yellow line (timed waiting restrictions) to double yellow line (at any time) waiting restrictions at the following junctions to improve safety for pedestrians and visibility, emergency services accessibility along with key council service access.
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  - Birstall Road junction with Greenfield Road.
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d) To increase length or implement new 'at any time' waiting restrictions (double yellow lines) with loading restrictions at the following locations for the purpose of improved pedestrian and road user safety, visibility, emergency services accessibility along with key council service access.

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- Herbert Road junction with Rangemoor Road.
- Harold Road junction with Rangemoor Road.
- Tottenham Green East junction with Tynemouth Road.
- Collingwood Road junction with Clyde Road.

To view these proposals please visit our online portal here: <https://consultation.appyway.com/haringey> and click on the 'proposals in consultation' tab and search for reference 2024-T06 - Seven Sisters CPZ Review. If you are unable to view these online you can request a copy of the proposals by contacting us at [frontline.consultation@haringey.gov.uk](mailto:frontline.consultation@haringey.gov.uk).

**Next Steps** The statutory consultation on these changes will begin on **Wednesday 17 April 2024**. This provides a 21-day period for anyone wishing to object or respond to those proposals. You can send us your objection or submission via the online portal <https://consultation.appyway.com/haringey> or email [traffic.orders@haringey.gov.uk](mailto:traffic.orders@haringey.gov.uk). Alternatively, you can write to us at the postal address shown on this letter. Please ensure that **Review of Seven Sisters (7S) CPZ** is included within the subject title of your email or letter.

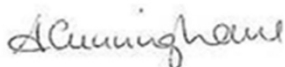
The closing date for objections and submissions to be received by the Council via email or post is **Wednesday 8 May 2024**.

If you have any questions regarding the scheme, please contact us:  
[frontline.consultation@haringey.gov.uk](mailto:frontline.consultation@haringey.gov.uk).

#### What Happens Next?

At the end of the statutory consultation period, all objections and submissions will be considered by the Council before a decision is made on whether to introduce the changes to parking controls. I will write to you again to inform you of this decision and timescales for implementing changes to the CPZ should they be approved.

Yours faithfully,



Highways and Parking

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## APPENDIX 3

Original Feedback Date	Responder Type	Feedback Category	Order Support	FeedbackText
04/23/2024 10:11:47 +01:00	Resident	Other	WhollyObject	I live on Greenfield Road N15 5ER, there is not enough parking spaces on this road and recently a new housing estate has been built, this has increased the amount of vehicles. I'm hardly able to park outside my house as it is, and then because of so many trees you can't park under them due to the abundance of bird poo. There is no need to introduce double yellow lines on such a short road. How many accidents have happened for this to be implemented. It's a nonsense and waste of tax payers money. Don't do it.
04/22/2024 20:30:19 +01:00	Resident	Safety	PartlySupport	I support the proposal, but I am concerned that the increased visibility at the junctions of Stamford Road with Constable Crescent and Newton Road will lead to yet further speeding.  Already at the moment, whenever there is any kind of traffic delay on Broad Lane, cars "shortcut" through Markfield Road/Constable Crescent/Stamford Road/Newton Road/Wakefield Road, often at substantial speeds. Stamford Road in particular is relatively wide and straight, inviting speeds beyond the posted 20 mph limit.  I would like the council to consider additional traffic calming measures along Stamford Road to visually or factually narrow the road (e.g. through planters or curb extensions).
04/19/2024 09:49:14 +01:00	Resident	Disturbance	PartlySupport	No stopping or packing or loading along the Tottenham green east road connecting to Tynemouth.
04/17/2024 22:10:46 +01:00	Resident	Parking	PartlyObject	I note that the changes from single to double yellow lines (c) have been implemented despite this being a proposal. However, I do agree in principle to the new double yellow lines, but the change from a single yellow line to double yellow lines forbidding 'waiting at any time' will cause problems for me and other residents who are elderly, or like me have painful mobility issues. If we are not able to find parking nearby, it will be difficult to carry shopping home from our distant cars. I note that there are similar arrangements for loading or unloading along main roads, I therefore request a 20 minute discretion time for residents to park up or wait for this short time, to be able to unload shopping or to get in or out of our cars, without being liable to a penalty fine each time.