




Haringey Council

Report for:	Cabinet – 9 July 2012	Item number	
Title:	Service response to the Environment and Housing Scrutiny review of strategic parking issues ahead of the Tottenham Hotspur redevelopment.		
Report Authorised by :	Lyn Garner, Director of Places and Sustainability. 		
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Ward(s) affected: All	Non-key		

1. Describe the issue under consideration

1.1 To set out the response of Places and Sustainability to the Environment and Housing Scrutiny review of strategic parking issues ahead of the Tottenham Hotspur redevelopment.

2. Cabinet Member introduction

2.1 The Environment and Housing Scrutiny review was useful and timely and I am happy to recommend to Cabinet the majority of their recommendations. Investment in Northumberland Park and Tottenham will transform the area into a major leisure destination and lead to many new jobs and homes. However, we are mindful that this significant redevelopment opportunity will result in increased traffic pressure throughout the area and the need for comprehensive parking controls to assist manage this.

2.2 It is essential that parking space is managed effectively both to support business and to allow residents and visitors to find parking space where and when they need it. Public consultation is already underway on proposals for a protective parking scheme in this area and this consultation takes into account the principal recommendations of the Environmental and Housing Scrutiny panel.

3. Recommendations

That Cabinet agrees the response as contained in Appendix A.

4. Other options considered

Not applicable

5. Background information

5.1 The Environment and Housing Scrutiny Panel decided to assess the wider traffic management and parking issues in the North Tottenham area to assist the Council in responding to current traffic pressures, and those that are likely to result from the Tottenham Hotspur Redevelopment. This planned development will see the capacity of the stadium increased from 35,000 to 56,000, and will also include the building of up to 300 new homes, a supermarket and other local infrastructure projects.

5.2 It was intended that the work of the panel would provide further input on the direction that the council is taking on balancing local traffic management and parking needs, with the more strategic parking and traffic objectives.

5.3 The panel initially identified a number of specific issues that would benefit from scrutiny involvement and this included, Match Day CPZ, unregulated off-street parking (pop-up parking), provision of Council operated car parks in Tottenham; and, resolution of local traffic pinch-points.

5.4 Further to initial scoping of this work, the panel agreed a number of objectives for this work which are summarised below.

Objective 1: To assess the Council's approach to Controlled Parking Zones (CPZ), in particular relation to:

- The consultation process used in the development of new CPZ's;
- Hours of CPZ operation;
- The process by which CPZ schemes are reviewed and amended.

Objective 2: To investigate the prevalence and impact of 'pop-up parking' in Tottenham on football match days and assess how these can be regulated.

Objective 3: To assess the provision and quality of council pay and display car parking facilities (Tottenham area).

Objective 4: To assess how holistic local traffic management and parking solutions can reduce traffic pressures at local traffic pinch points and help to increase traffic flow and safety.

5.3 In undertaking the review, the Panel:

- Heard evidence from officers from the Council's Traffic Management service;

- Conducted a site visit to assess local parking issues on a match day, looking at existing parking arrangements, pop-up parking sites and council operated car parks;
- Conducted a site visit to a local traffic pinch-point (Philip Lane); and
- Collated evidence from a number of other local authorities (which have event stadiums in their area).

6. Comments of the Chief Finance Officer and financial implications

6.1 The responses agreed in the action plan can largely be met from existing Departmental budgets or from Capital funding already agreed with the GLA as part of the Stadium Development. Where the response is around exploring or investigating an option, the service will need to consider whether any subsequent work can be contained within existing budgets. If not subsequent Cabinet approval will be required before expenditure can take place.

6.2 With respect to ring-fencing of Parking income, there are strict rules for use of any Parking surplus, that ensure that any surplus arising is only used for Transport related expenditure and improvements. This works on a Borough wide basis and it is not necessary to ring-fence income at a local level.

7. Head of Legal Services and legal implications

7.1 The Council has wide-ranging powers to provide off-street and on-street parking under the Road Traffic Regulation Act which would enable the envisaged special event days and enable match day controls.

7.2 Under section 32 of the Act off-street parking can be provided to prevent congestion of traffic and section 35 permits conditions to be imposed on such parking.

7.3 The Council also has powers to provide parking on highways under section 45 and can impose conditions of such parking. In designating such parking a local authority must consider the interests of traffic and the interests of owners and occupiers of adjoining properties and in particular-

- (a) the need for maintaining free movement of traffic;
- (b) the need for reasonable access to premises and
- (c) the extent to which off-street parking is available.

7.4 The procedure for providing parking under the various provisions of the Act is contained in the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996. Consultation is an essential aspect of the procedure to be followed.

8. Equalities and Community Cohesion Comments

8.1 The Council has a public sector equality duty which will require that if agreed, the recommendations in the report are implemented in a way that will ensure that no group protected by section 4 of the Equality Act 2010 suffer disproportionate adverse impact as a result. Care would have to be taken for example to ensure

that any new parking arrangements or schemes would include appropriate provision for disabled parking and the protection of other vulnerable road users such as children and older people. There are no immediately obvious cohesion implications.

9 Head of Procurement Comments

Not applicable

10 Policy Implication

Not applicable

11 Use of Appendices

Appendix 1 – action plan for implementing the recommendations of the Scrutiny Review of strategic parking issues ahead of the Tottenham Hotspur redevelopment.

12 Local Government (Access to Information) Act 1985

Action Plan for implementing the recommendations of the Scrutiny Review of strategic parking issues ahead of the Tottenham Hotspur redevelopment.

No	Recommendation	Response
1	<p>That the Council should explore options for the establishment of Special Event Day (SED) parking on commercial streets (where no CPZ presently exists) on event days at Tottenham Hotspur. Options should incorporate the establishment of a flat rate fee, phone payment method and new signage.</p>	<p>Agreed. The formal CPZ consultation currently underway on proposed parking arrangements in the North Tottenham area includes proposals to introduce Special Event Day (SED) parking. Those proposals relate predominantly to industrial areas within close proximity of stadium complex. Subject to the representations received during consultation the council will seek to introduce the SED measures under an experimental traffic management order. This will afford the council the opportunity to review the SED to measure the effectiveness, uptake and operational aspects after 18 months. It is anticipated that payment of the proposed flat fee in parking bays subject to SED parking , (which will reflect the longer stay), will be by cashless payment (pay by phone only). This will ensure that the council is not subject to higher then necessary capital set up costs. If introduced, the SED will be implemented concurrently with any measures resulting from the North Tottenham parking consultation.</p> <p>Lead: Gary Weston</p>
2	<p>That the Council should create a two part focus for existing match day controls so as to:</p> <ul style="list-style-type: none"> i) Reverse the emphasis on certain streets with no residential housing to allow event day parking. ii) Retain sections as resident only parking. 	<p>Agreed. The feedback from the consultation process will help identify locations where best to focus this element. Traffic Management officers will work with the club and key stakeholders/partners to ensure that best use is made of the kerb space in the area, while ensuring residents still have parking priority.</p> <p>Lead: Gary Weston</p>

3	<p>That the Council should ring fence income from the above scheme to resource the following developments:</p> <ul style="list-style-type: none"> i) Environmental and other remedial works in council operated car parks in Tottenham; ii) Erect signage for pay and display car parks at main arterial route entry points to Tottenham; iii) Creation of a Traffic Scheme Review Fund (TRSF) to finance local traffic works including CPZ reviews, main road remedial works and other scheme reviews (e.g. one way systems). 	<p>Not agreed.</p> <p>Parking income as a whole is managed through the council's parking account. Any surplus generated from that account is ring fenced by law to transport related matters. Only after all existing transport related expenditure has been met would the question of unallocated surplus funds arise. As this expenditure includes the £13million a year that the council spends on Concessionary travel, the eventuality of surplus funds is presently remote.</p>
4	<p>That the Council seed fund developments outlined in recommendations 1-3 for the introductory phase from existing parking income with a view to this being self financing as a soon as the Special Event Day Parking is up and running.</p>	<p>Partially agreed.</p> <p>The developments identified in recommendations 1, 2 and 3(ii) subject to the outcome of public consultation will be implemented and funded through the budget allocated for parking arrangements associated with the Spurs Stadium redevelopment. Item 3(i) is underway, while item 3(iii) will be a matter for ongoing determination by the Cabinet in determining borough transport priorities.</p>
5	<p>Investigation of reasonable regulation of 'pop-up parking' schemes based on the policy and practice of other boroughs with large stadia and the development of criteria for regulation and enforcement.</p>	<p>Agreed.</p> <p>Traffic Management officers have started preliminary investigation into the practice at other large stadia in connection to pop up car parks. Initial findings have indicated that Trafford Council , the home of Manchester United operate an approved car park scheme and this has proved to be fairly successful in discouraging the prominence of pop up car parks. These investigations will also consider which community based organisations currently benefit</p>

		<p>from those 'pop up' parking arrangements and any implications for the Tottenham Hotspur Football Club from pop up car park controls.</p> <p>Lead: Gary Weston</p>
6	<p>That the Council agree the schedule of works identified from the Philip Lane Walkabout (as detailed in Appendix C) and consider that this approach is applied on other arterial roads to resolve local parking and traffic management issues and to improve traffic flow. This should be resourced through existing funds with a view that future works on similar arterial routes would be funded as part of the Traffic Scheme Review Fund (as in 4 above) drawn from Special Event Day parking income.</p>	<p>Partially agreed. The works identified during the walkabout will be delivered as part of this year's maintenance programme. Any commitment of surplus parking funds would however have to comply with the requirements set out in the response to Recommendation 3.</p> <p>Lead: Gary Weston, Tony Kennedy, Michael McNicholas.</p>