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23 March 2010

To: All Members of the Cabinet

Dear Member,

Cabinet - Tuesday, 23rd March, 2010

I attach an addendum to the following report which the Chair has agreed may be tabled at the meeting:

**20. CROUCH END AND MUSWELL HILL STOP AND SHOP REVIEWS
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Addendum to report of the Director of Urban Environment:: To revise the recommendations in the main report to enable consultation with London Buses prior to deciding if the experimental measures should be made permanent.

Yours sincerely,

Richard Burbidge
Cabinet Committees Manager

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Haringey Council

Agenda item:

[No.]**Addendum to Cabinet report****On 23 March 2010**Report Title: **Crouch End and Muswell Hill Stop and Shop reviews**Report of **Niall Bolger, Director of Urban Environment**Signed: *N Bolger* . 22nd March - 2010

Contact Officer :

Joan Hancox, Head of Sustainable Transport 020-8489-1777Joan.Hancox@Haringey.gov.uk**Tony Kennedy, Group Manager Transport Policy and Projects 020-8489-1765**Tony.Kennedy@Haringey.gov.ukWards(s) affected: **Muswell Hill and Crouch End**Report for: **Key****1. Purpose of Addendum**

- 1.1. To revise the recommendations in the main report, to enable consultation with London Buses prior to deciding if the experimental measures should be made permanent.

2. Revised Recommendations

2.1. The original recommendations set out in section 4 of the main report are as follows:

- I. Approve making the experimental measures permanent.
- II. Agree where the loss of revenue is sourced from.
- III. Reduce the parking income budget to account for the projected reduction.
- IV. Request the Director of Finance to find alternative savings.

2.2. The revised recommendations are as follows:

2.3. It is requested that the Cabinet ;

- I. Approve making the experimental measures permanent subject to consultation with London Buses.
- II. Note the estimated impact on parking income of these changes, and agree this is monitored and options for addressing this are reported back to Cabinet early in the new financial year.
- III. Agree that the permanent impact of these measures is addressed in future budget-setting should that be required.