

Haringey Council


[No.]

Cabinet

On 23 March 2010

Report Title. **Crouch End and Muswell Hill Stop and Shop reviews**

Report of : Niall Bolger, Director of Urban Environment

Signed :  11th March 2010

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Wards(s) affected: **Muswell Hill/Crouch End**

Report for: **Key**

1. Purpose of the report

- 1.1. The purpose of this report is to inform the Cabinet of the recent changes made to parking management in the Muswell Hill and Crouch End Town Centres
- 1.2. To seek member endorsement of the changes and to approve changes to the Parking Services budget to take account of the reduced income.

2. Introduction by Cabinet Member (if necessary)

- 2.1. The Council is committed to assisting in the economic viability of its Town Centres for the

benefit of the local communities they serve. The parking management measures, introduced under experimental powers, have provided short term parking availability along the commercial roads thereby reducing the demand for shopper parking in the neighbouring residential roads. The two schemes have in general been supported by shoppers, traders and local residents and is seen as a positive way forward to assist in protecting our town centres.

3. State link(s) with Council Plan Priorities and actions and other Strategies

3.1. The traffic management changes are linked to the following Council Priorities and Strategies:

Council Priorities

Priority 1 - Making Haringey one of London's greenest boroughs

These measures have met this priority by better allocating kerbside space for the needs of the local community, particularly visitors to the area. This will therefore reduce conflict between resident and visitors in the local residential roads and therefore reduce congestion and pollution within these roads. The measures will also provide an environmental improvement in the area.

Priority 2 - Creating a Better Haringey: cleaner, greener and safer

The package of measures detailed in this report will improve road safety through better parking management and improve the environment for the residents and traders in the area.

Priority 5 - Delivering excellent, customer focused, cost effective services.

The changes to parking management in the Muswell Hill and Crouch End Town Centres have been developed in consultation with shoppers, traders, residents and Ward Members of the respective areas.

Council Strategies

The proposals assist the Council in promoting the following strategies:

- Community Strategy
- Unitary Development Plan
- Safer for all (Safer Communities Plan)
- Greenest Borough Strategy.
- Local Implementation Plan

4. Recommendations

4.1. It is requested that the Cabinet consider the financial implications as set out in this report and;

- (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.

5. Reason for recommendations

- 5.1. The measures have been introduced to provide short stay parking facilities in the town centre areas and therefore assist the economic viability of these commercial locations. They are supported by the community and have removed parking restrictions without impacting on safety or the free flow of traffic through the areas.
- 5.2. The measures will however have an impact on parking income and this needs to be considered and measures agreed to address the budget pressure this will place on the Urban Environment Directorate.

6. Other options considered

- 6.1. N/A

7. Background and Summary

- 7.1. In 2006 the Council reviewed the parking management arrangements in the Muswell Hill and Crouch End Town Centres following representation from local traders and residents. The restrictions had been in place for a number of years and did not reflect changes in traffic mode, movement or parking/loading demand.
- 7.2. The outcome of the review was the introduction of pay and display parking management schemes to the two areas. The aim of the measures was to address issues raised by traders and residents by providing short stay parking facilities to enable shoppers to park close to the shops, and therefore, reduce parking pressures experienced in the local residential roads and assist in the economic viability of the areas.
- 7.3. Since the implementation of both schemes, Ward Members and traders have made representations for a further review to consider parking charges, enforcement and the removal of the peak hour restrictions in the parking bays. The demand for a review increased in light of the economic downturn and the Leader engaged Ward Members and trader representatives from a number of town centres to consider ways to assist and address their concerns.
- 7.4. Meetings were also held with the Cabinet Member for Environment and Conservation and officers from Parking, Sustainable Transport, Economic Development and traders of the two areas.
- 7.5. The outcome of the various meetings was an agreement to review both the town centres through consultation with shoppers, traders and residents to identify issues and consider if they could be accommodated.
- 7.6. The feedback from consultation confirmed demand for the consideration of a number of measures, most notably the removal of further parking restrictions to enable the operating

hours of the pay and display bays to be extended and the provision of further loading facilities.

- 7.7. Amendments to the existing parking arrangements were drafted and introduced before Christmas under experimental powers to assist traders during their busiest period. Please see appendix I for a plan of the changes made under experimental powers.
- 7.8. Additional measures introduced in the Crouch End area included opening Hornsey Library Car Park for public use during the week and the introduction of a temporary Crouch End Shopper Permit scheme. Both measures were introduced in November 2009 to assist with the Christmas shopping period.
- 7.9. The measures introduced in the Muswell Hill and Crouch End areas are in keeping with our parking policy of assisting Town Centre areas to ensure they remain economically stable. The changes have had a direct positive impact on visitors to both areas by increasing the availability of parking for the benefit of the community. It is also in line with council priorities 1, 2 and 5 as mentioned in 3.1.

8. Financial Implications

- 8.1. The projected loss of parking income is a direct result of a reduction in the amount of waiting restrictions at the two locations and therefore a reduction in contraventions. Compliance of the pay and display bays is high and therefore penalty charge notices (PCN) issued in the areas has reduced significantly.

9. Chief Financial Officer Comments

- 9.1. Due to the large financial impact of this scheme it is necessary to ensure the source of compensating funding / income is agreed before the revised arrangements can be approved. Otherwise there will be a large base problem within the Parking budget.
- 9.2. The options are to identify savings from elsewhere within related budgets or to adjust the 2010-11 budget. As the changes proposed will have a permanent effect on income levels within the Parking budget an allocation from balances or reserves will only provide a temporary solution.
- 9.3. The total loss of income in a full year associated with these measures is estimated to be £570,000. This figure may reduce depending on the outcome of consultation, for example if there are objections due to increased journey times for buses, and this leads to a further changes in the parking arrangements.
- 9.4. If compensatory savings were to be identified elsewhere within Highways budgets, this is likely to have a major impact on the level of maintenance that can be undertaken and thus impact on the condition of the Borough roads.
- 9.5. If compensatory savings / increased income were to be identified within Parking budgets then it will be necessary to review the scope of Parking controls within Haringey in order to generate savings / extra income. Parking income is projected to be below budget in 2009-10

and the changes agreed for the 2010-11 budget mean that the income budget is higher than in previous years. Therefore achieving the existing income budget is likely to be a significant challenge and thus increasing income without major changes to the Parking infrastructure is not possible

10. Head of Legal Services Comments

- 10.1 An experimental traffic regulation order may be made under the Road Traffic Regulation Act 1984 ("1984 Act") for a period of no longer than 18 months to trial a scheme before deciding to make a permanent traffic management order under the same Act. A traffic management order can be made in relation to parking. Prior to a traffic management order being made, consultation is required pursuant to the Local Authority Traffic Orders (Procedures) (England and Wales) Regulations 1996. Those regulations require the Council to consider all objections duly made and not withdrawn prior to making the order.
- 10.2 When making a decision whether to proceed with a traffic management order under the 1984 Act, pursuant to section 122 of that act, it is the duty of the Council 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 Council should have regard to the desirability of securing and maintaining reasonable access to premises and the effect on the amenities of any locality affected and any other matters appearing to the Council to be relevant.

11. Equalities & Community Cohesion Comments

11.1. N/A

12. Consultation

- 12.1. **Muswell Hill:** Before consultation took place, meetings were held between Ward Councillors, Neighbourhood Management, Sustainable Transport and Economic Regeneration to discuss how best to consult with the community. It was decided that due to the absence of an established trader's representative, officers should engage with the traders by carrying out face-to-face surveys with every trader in the area and a representative number of shoppers. Consultation letters were also sent to local residents living above the commercial premises and side road properties in close proximity to Muswell Hill Broadway and Fortis Green Road. The surveys were carried out between August and September 2009.
- 12.2. **Crouch End:** The Leader met with trader representatives, including the Crouch End Project and the Crouch End Trader's Association on a number of occasions. A Focus Group meeting was then set up with these groups to discuss their issues and agree a way forward. In addition, face to face surveys were carried with a representative number of shoppers. The meeting and surveys were carried out between July and August 2009.

12.3. Consultation Feedback

12.4. The feedback from the consultation carried out in the two areas presented very similar issues as listed below.

- Extend the permitted pay and display parking period where possible.
- Improve signage to reduce confusion
- Consider the introduction of more pay and display parking bays along the main shopping streets
- Introduce more loading facilities where possible
- Introduce waiting restrictions where appropriate i.e. junctions

12.5. Measures introduced

12.6. The feedback received through the various meetings and surveys was collated and reported to the Cabinet Member for Environment and Conservation at his Environment meeting on 27 November. It was agreed that the identified changes should be introduced under an Experimental Traffic Management Order to enable them to be in place before Christmas. The changes were subsequently implemented and went live in Muswell Hill on the 17 December and in Crouch End on the 21 December 2009.

12.7. The changes can be seen in Appendix I of this report and consisted of the following:

Muswell Hill:

- The introduction of an additional 7 pay and display parking bays.
- The introduction of 5 loading bays.
- Extended operational hours of the pay and display period at identified locations.
- The introduction of double yellow line restrictions.

Crouch End:

- The introduction of 2 Disabled bays
- The introduction of 3 Loading Bays
- Extended operational hours of the pay and display period at identified locations.
- The introduction of double yellow line restrictions.

12.8. Feedback received on the implementation of changes

12.9. **Muswell Hill:** Before the changes were implemented, a meeting was held between an officer from Sustainable Transport and traders in the Muswell Hill area to discuss the changes to be made experimentally. The changes were received positively and led to positive press.

12.10. Since the implementation of changes, we have received written feedback from disabled motorists regarding the conversion of single yellow line waiting restrictions to pay and

display restrictions and the effect this has had on the availability of kerb space.

12.11. Traders have verbally reported that customers have found the changes to be beneficial particularly the increased number of parking spaces in the area.

12.12. **Crouch End:** We have received written feedback from residents in roads where loading bays have been introduced reporting concerns due to the reduction in kerb space.

12.13. We have received verbal representations from the public regarding the impact the changes have had on the flow of buses. A meeting has been arranged with London Buses on 16 March 2010 to review the changes on site and assess whether they have caused obstruction and congestion/delays to bus journeys. This meeting is outside the deadline for submission of this report. Should the meeting confirm the issue then consideration should be given to removing the offending bays or reducing the operational hours to avoid peak period congestion. The outcome of the meeting will need to be reported verbally to the Cabinet by the Cabinet Member for Environment and Conservation.

13. Service Financial Comments

13.1. The estimated loss on income is £658k in total however, this amount will be reduced by £88k to be generated from an increase in hours of the pay and display machines. The net loss in income is anticipated to be £570k.

13.2. This loss of income will have huge impact on parking service in achieving the budgeted level of income for the next financial year; it must be recognised that the service will not be able to achieve it through other income streams within parking. It is hoped that the income budget will be adjusted accordingly if the experimental orders become permanent.

13.3. If the service is expected to achieve 2010/11 cash limit with the potential loss of income of £570k, the service will have to curtail the expenditure budget and it will hinder the delivery of the service. The implication will be to lay off staff within street enforcement and correspondence teams, this action will further reduce the capability of the service to achieve the cash limit as the service is currently struggling to achieve 2009/10 cash limit.

14. Use of appendices /Tables and photographs

14.1 Appendix I - Location Plan of changes to Parking Management in Crouch End and Muswell Hill Town Centres

15. Local Government (Access to Information) Act 1985

15.1 N/A