



Haringey Council

Agenda item:

[No.]

Cabinet

On 14 Sep 2010

Report Title: Muswell Hill and Crouch End Stop and Shop Schemes

Report of **Niall Bolger, Director of Urban Environment**

Signed: *Niall Bolger* - 2nd Sept. 2010.

Contact Officer :

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Wards(s) affected: **Muswell Hill, Fortis Green, Crouch End and Hornsey**

Report for: **Key**

1. Purpose of the report

1.1. The purpose of this report is to inform the Cabinet of recent changes made to the parking management schemes in Muswell Hill and Crouch End town centres, following representations received during the first 8 months of the experimental Traffic Management Order period.

2. Introduction by Cabinet Member

2.1. The parking management measures, introduced under experimental powers in December 2009, have provided short term parking availability along the commercial roads thereby reducing the demand for shopper parking in the

neighbouring residential roads. They have assisted the economic viability of the area in the current economic downturn. The measures have in general been supported by shoppers, local traders and residents. There have however been some concerns raised by blue badge holders on parking provision and by London Buses on delayed journey times. The recent changes, detailed in this report, have addressed the majority of these concerns without impacting on the benefits the parking schemes provide.

3. State link(s) with Council Plan Priorities and actions and /or 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 and 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;

- (i) Subject to further consultation with London Buses, approval be granted to the experimental parking management measures in the Muswell Hill and Crouch End town centres being made permanent.

5. Reason for recommendation(s)

5.1. The measures were introduced to improve the short stay parking facilities in town centres for the benefit of the local community, particularly traders during the current economic climate. Although this has impacted on projected parking income, it has provided the two town centres with much needed short stay facilities along the commercial roads and has been supported by the local community since their introduction.

5.2. London Buses has raised some concerns regarding the operational hours and location of some of the bays with regards to the impact on bus journey times. Although we have addressed some of their concerns to remove identified congestion spots during peak periods, we have requested statistical evidence to substantiate reports of delayed journey times within these areas prior to considering if further changes are required.

6. Other options considered

6.1. N/A

7. Background and Summary

7.1. As part of an initiative by the Leader to assist town centre traders during the current economic downturn, it was decided to review the existing parking management arrangements along the commercial roads in Muswell Hill and Crouch End.

7.2. In December 2009 changes were introduced to provide additional bays and extended operational hours for short stay parking facilities. The measures were introduced under experimental powers to enable monitoring of any impact prior to deciding if they should be made permanent.

7.3. A report present to the Cabinet in March 2010 informed of the changes introduced

and provided details of a projected loss of parking income of £570,000, resulting from a reduction in the amount of waiting and loading restrictions and therefore reduction in contraventions.

- 7.4. The Cabinet approved the changes made under experimental powers becoming permanent, subject to consultation with London Buses.
- 7.5. During the first 8 months of the experimental period, representations were received from London Buses and blue badge holders regarding aspects of the changes.
- 7.6. Since the introduction of the changes, London Buses have reported obstruction and congestion experienced during peak periods along Muswell Hill and Crouch End. In particular, they highlighted two parking bay areas along the Broadway, Crouch End. With regards to these two locations, prior to the changes made in December 2009, motorists could park between 10am and 4pm. Under the changes, motorists were permitted to park between 9.30am and 5pm. The relaxation of the morning and evening waiting and loading restrictions have been observed at site meetings to result in a build up of congestion impacting on bus journey times. The bays have therefore been changed back to the original operating hours. See appendix I for location plan.
- 7.7. London Buses have also raised issues of congestion and obstruction along Tottenham Lane and Muswell Hill Broadway, particularly on Sundays when the pay and display scheme is not operational and therefore parking is not managed. Initial discussions has concluded that increased enforcement along Tottenham Lane will resolve congestion issues during the week and we have requested London Buses to provide statistical evidence of delayed journey times along Muswell Hill Broadway prior to considering if further amendments are necessary.
- 7.8. With regards to obstruction and congestion issues on Sundays, consideration should be given to extending the pay and display scheme to cover Sunday shopping hours.
- 7.9. Representations received from blue badge holders outlined issues regarding priority parking. Although blue badge holders are permitted to park for free in the pay and display bays, they now have to compete with able-bodied motorists for parking availability. Previously they could park on single yellow lines for a period of three hours but, as the single yellow lines have been replaced with pay and display bays this is no longer available. A number of dedicated disabled bays have therefore been provided at identified locations to provide assistance to blue badge holders. See appendix I for location plan.
- 7.10. In summary, the recent changes have improved the operation of the parking management measures for the benefit of London Buses and blue badges holders without adversely impacting on shoppers and trader needs.

- 7.11. Further discussions are still ongoing with London Buses which could result in the consideration of additional changes, particularly to parking management on Sundays.

8. Chief Financial Officer Comments

- 8.1. The changes in Parking Management arrangements introduced from December 2009 resulted in a loss of income of approximately £570,000 per annum to the Parking Account.
- 8.2. Revisions to these arrangements have reduced the shortfall to around £270,000 in a full year.
- 8.3. This shortfall is a significant portion of the overspend within Urban Environment in 2010-11 which has been reported through budget monitoring.
- 8.4. Actions to offset this shortfall have been identified and are being implemented in some cases such as extension of CCTV operating hours or are to be presented to Cabinet in the near future with respect to a review of fees and charges levels.
- 8.5. If the mitigating actions are not fully agreed then a significant overspend will remain within the Parking account.

9. Head of Legal Services Comments

- 9.1. The Council's power to make an experimental traffic management orders arises under sections 9 and 12 of the Road Traffic Regulation Act 1984.
- 9.2. An experimental traffic management order can run for up to 18 months and changes can be made to the order once it has been in place for at least 6 months. Any further changes will also need to be in place for at least six months. The measures must be made permanent before the expiration of the 18 month period.
- 9.3. The Council must keep on deposit a copy of all relevant documents set out in Schedule 2 of the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996 including the original experimental order, reasons for making the order, the modified experimental order and reasons for making the modifications.
- 9.4. Before reaching a decision to make the experimental traffic management order permanent the Council must have followed the statutory procedures in the Road Traffic Regulation Act 1984 and the Local Authorities Traffic Orders (Procedure)(England and Wales) Regulations 1996. All further objections received during the further experimental period must be properly considered in the light of

administrative law principles, Human Rights law and the relevant statutory powers.

- 9.5. If the Council is satisfied that it has addressed all objections received, and no changes have been made to the experimental order more than 12 months after it was first made, a Notice of Making can then be published in the London Gazette and local press notifying of the date the traffic management order will come into operation. At this time, notification letters will also be distributed to all properties within the road/roads where parking controls are to be implemented. The notification letters will provide information of when the works will take place, operational date of the new parking controls and how to apply for a permit.

10. Equalities & Community Cohesion Comments

- 10.1. N/A.

11. Service Financial Comments

- 11.1. The projected income to be generated of £300k due to the revision of the measures will not entirely address the expected loss of income of £570k in 2010/11 financial year. The Parking Service is currently working on a number of initiatives to balance the books for 2011/12 and the £270,000 will be addressed as part of this process.
- 11.2. The figures above represent the full year income and the change in year income due to the amended controls is estimated to be £100k.

12. Use of appendices /Tables and photographs

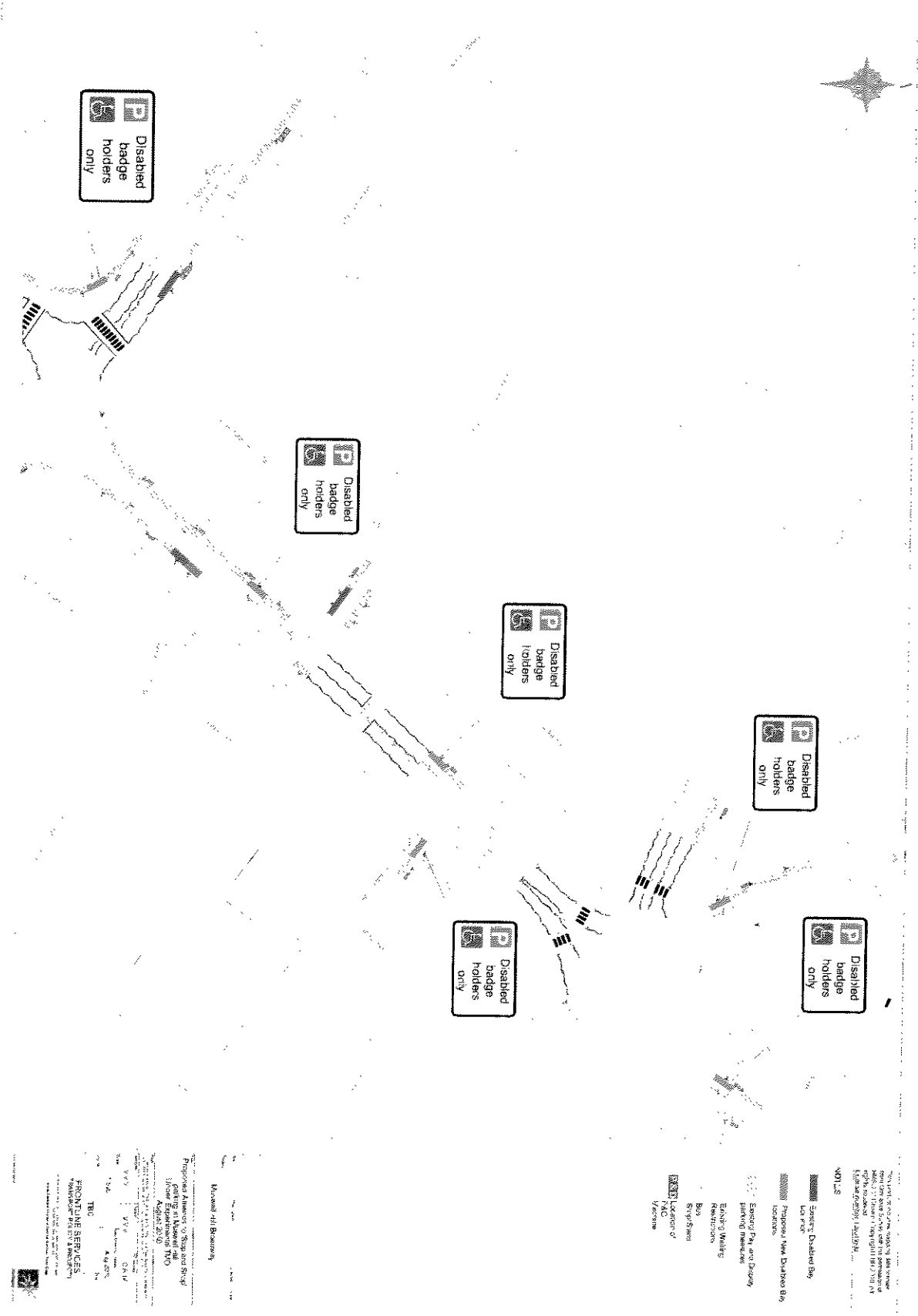
- 12.1. Appendix I- Existing parking layout Muswell Hill and Crouch End.

13. Local Government (Access to Information) Act 1985

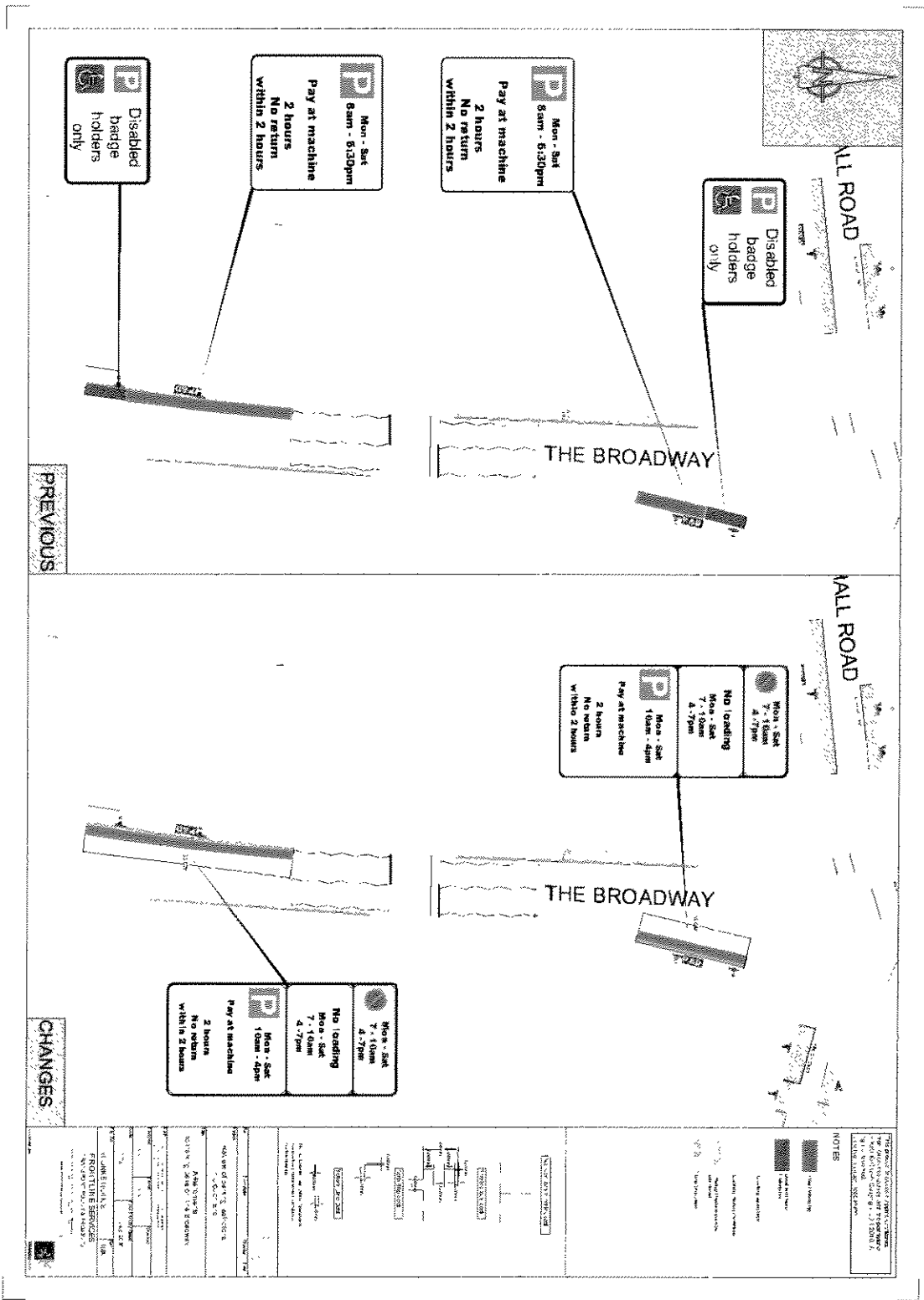
N/A

Appendix I – Existing Parking Layout

- Muswell Hill
- Crouch End



Report Template: Formal Bodies



NOTES

1. ALL WORK TO BE COMPLETED WITHIN THE SPECIFIED TIME FRAME.

2. ALL WORK TO BE COMPLETED WITHIN THE SPECIFIED TIME FRAME.

3. ALL WORK TO BE COMPLETED WITHIN THE SPECIFIED TIME FRAME.

DATE: 10/10/2018

TIME: 10:00 AM

PROJECT: FRONTLINE SERVICES

CLIENT: [REDACTED]

LOCATION: [REDACTED]

NO.	DESCRIPTION	DATE	BY
1	ISSUED FOR WORK	10/10/2018	[REDACTED]
2	REVISIONS		
3	APPROVED FOR WORK		