



**Haringey Council**

## APPENDIX 2

<b>Report for:</b>	Cabinet 18 <sup>th</sup> June 2013	<b>Item Number:</b>	
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<b>Title:</b>	Interim scrutiny report on strategic parking issues ahead of the Tottenham Hotspur redevelopment.
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<b>Report Authorised by:</b>	Cllr Stuart McNamara, Chair of the Environment & Housing Scrutiny Panel
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<b>Date</b>	16 <sup>th</sup> April 2013
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<b>Lead Officer:</b>	Martin Bradford, Scrutiny Officer, Strategy & Business Intelligence (martin.bradford@haringey.gov.uk)
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<b>Ward(s) affected:</b> All	<b>Report for Key/Non Key Decisions:</b>
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### 1. Describe the issue under consideration

- 1.1 Attached is a report of the Environment and Housing Scrutiny Panel. It contains the conclusions and recommendations of the panel from its investigation of strategic parking issues ahead of the Tottenham Hotspur redevelopment.

### 2. Cabinet Member Introduction

- 2.1 This is a report of the Environment and Housing Scrutiny Panel, which has been approved by Overview and Scrutiny Committee. Under agreed protocol, the report can be presented by the Chair of the Scrutiny Panel at the next available meeting of the Cabinet.

### 3. Recommendations

- 3.1 That Cabinet members:
- (1) Note the attached report;
  - (2) Agree to produce a response to the recommendations contained within it.

### 4. Other options considered

4.1 The recommendations contained within the report were formed on the consideration of a range of evidence presented to the Environment and Housing Scrutiny Panel.

## **5. Background information**

5.1 As part of its work programme 2012/13, the Environment and Housing Scrutiny Panel has been assessing the *Strategic Parking Issues for Tottenham Ahead of the Tottenham Hotspur Redevelopment*. The following provides a summary of this work and the conclusions and recommendations agreed by the panel.

5.2 The redevelopment of the Tottenham Hotspur football stadium and its surrounds is central to the regeneration of the Tottenham area. This planned development will see the capacity of the stadium increased from 35,000 to 56,000 and will include improvements to the surrounding area. The development will also include the building of up to 300 new homes, a supermarket and other local infrastructure projects.

5.3 The EHSP decided to assess the wider traffic management and parking issues in this area to assist the Council in responding to current and anticipated traffic pressures that may result of Tottenham Hotspur Redevelopment. Initial scoping of this area identified a number of specific issues which would benefit from scrutiny involvement, which 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 As part of its work, the panel:

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

5.8 Based on the above evidence collection processes, the panel made five recommendations. Key recommendations include:

- The establishment of a Special Event /Match Day Parking in non-residential areas where parking is already controlled;
- That income from the above is ring-fenced to resource:
  - Environmental improvements at council operated car parks
  - Improve signage to local car parks on main entry points in to Tottenham;
  - The creation of a Traffic Scheme Review Fund (CPZ reviews etc).
- Further investigation to support the reasonable regulation of pop-up parking
- A schedule of works for to ease traffic pinch point (Philip Lane) resourced from Traffic Scheme Review Fund.

## **6. Comments of the Chief Financial Officer and Financial Implications**

6.1 The recommendations contained within this report potentially have significant financial implications that have not been fully costed as yet. Any response from

Cabinet therefore needs to ensure that the cost of each recommendation is clear and for example assesses the full costs of implementing and enforcing measures as well as the potential income generated and an evaluation of the risk of the income being below expected levels.

- 6.2 Once costs are known, any proposed expenditure should be evaluated against the borough-wide pressures and existing commitments against the Parking capital budget, which is £300,000 for 2013-14 and existing reactive maintenance budgets. If the costs of proposals cannot be met from existing budgets, and external funding is not available, then Cabinet would need to agree additional funding before any works could proceed.
- 6.3 Any proposal to ring-fence income from a particular scheme to a particular geographical area would represent a policy decision, as currently any income generated within Parking supports Parking and related transport improvements Borough wide.

## **7. Head of Legal Services and Legal Implications**

- 7.1 The Council has powers to implement Controlled Parking Zones (CPZs) under sections 6,45, 46 and 49 of the Road Traffic Regulation Act 1984 relating to roads for which it is the traffic authority. In exercising these powers it must have regard to its duty under section 122 of the 1984 Act to have regard to 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".
- 7.2 Section 6(3) (c) of the 1984 Act permits orders to be made for "special occasions only or at special times" so the effect of orders could be limited to match days or other specified special occasions.
- 7.3 The relevant procedure for making orders is set out in the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996.
- 7.4 In relation to unregulated off-street parking section 43 of the 1984 Act enables the Council by regulations to designate as a controlled area wherein no person other than the Council may operate a public off-street parking place of a prescribed description "except under or in accordance with the terms and conditions of a license granted" by the Council. In granting a license the Council may amongst other matters specify the number and types of parking spaces that can be provided under a license. The Council may also specify the level of short-term, long-term, casual, regular or any other type of parking. Conditions may be imposed on charge rates for parking, times for opening and other related matters. It is a criminal offense to breach the terms of any license.
- 7.5 The procedure for designating a controlled area is to be found Schedule 9, Part III to the 1984 Act.
- 7.6 The recommendations in this report of the Scrutiny Review Panel have been agreed by the Overview and Scrutiny Committee at its meeting of 29 April 2013. The findings and recommendations of the Scrutiny Review Panel are therefore being

reported to Cabinet for consideration, in accordance with Part C Section 3 (2)(2.1)(c) and Part 4G paragraph 1.3 (i) of the Council's Constitution.

## **8. Equalities and Community Cohesion Comments**

8.1 Overview and Scrutiny has a community engagement role and has sought to respond to identified concerns in relation to:

- the prevalence of unregulated off-street (pop-up) parking on match days;
- parking and traffic management around a local pinch point (Philip Lane, N17).

8.2 Through visits to local communities and involving local ward Councillors, it is hoped that the work of the panel has helped to articulate the views of the local community and to bring these concerns to the attention of local decision makers. It is hoped that any actions stemming from the recommendations of this work will contribute to resolving local parking and traffic management issues.

8.3 In Haringey, the Blue Badge Scheme enables disabled people to park in pay and display bays and resident parking bays for an unrestricted time period. In addition, registered Blue Badge holders may also park on single and double yellow lines for a period of up to 3 hours (using a provided timer) so long as there are no loading restrictions and are, are not causing an obstruction. The recommendations contained within this report should not affect the operation of the Blue Badge parking scheme.

## **9. Head of Procurement Comments**

9.1 Not applicable.

## **10. Policy Implications**

10.1 It is anticipated that through the work of the panel and its involvement of Traffic Management officers that the recommendations published in the attached report will:

- Help to develop a strategic approach to traffic management and parking related issues in Tottenham;
- Contribute to local CPZ policy and practice in Haringey;
- Establish an approach and methodology for addressing issues arising from 'pop up match day parking sites';
- Contribute to the Annual Traffic and Parking Enforcement Plan;
- Identify models of parking assessment which can be used in other parts of the borough (e.g. street walkabouts).

## **11. Use of Appendices**

11.1 Relevant appendices are attached to the main report.

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





# **Strategic Parking Issues Ahead of the Tottenham Hotspur Redevelopment**

Initial findings and recommendations

**Environment and Housing Scrutiny  
Panel**

**April 2013**

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## **1. Introduction**

- 1.1 As part of its work programme for 2012/13, the Environment and Housing Scrutiny Panel (EHSP) assessed the strategic parking issues for Tottenham ahead of the Tottenham Hotspur Redevelopment.
- 1.2 The following report provides a summary of the aims of scrutiny involvement in this area, work undertaken and the recommendations agreed by the EHSP based on the evidence it has received.

## **2. Background**

- 2.1 The redevelopment of the Tottenham Hotspur football stadium and its surrounds is central to the regeneration of the Tottenham area. This planned development will see the capacity of the stadium increased from 35,000 to 56,000 and will include improvements to the surrounding area. The development will also include the building of up to 300 new homes, a supermarket and other local infrastructure projects.
- 2.2 Parking requirements and other related traffic issues for the Tottenham area arising from this development will be addressed within:
- Individual planning proposals pertaining to these specific developments; and,
  - Through the creation of parking and traffic management schemes by the Council (such as Controlled Parking Zones) under duties contained within the Road Traffic Regulation Act (1984).
- 2.3 The EHSP decided to assess the wider traffic management and parking issues in this area to assist the Council in responding to current and anticipated traffic pressures that may result of Tottenham Hotspur Redevelopment. Initial scoping of this area identified a number of specific issues which would benefit from scrutiny involvement, which included Match Day CPZ, unregulated off-street parking (pop-up parking), provision of Council operated car parks in Tottenham and local traffic pinch-points.
- 2.4 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 more with more strategic parking and traffic objectives.

## **3. Aims and objectives**

- 3.1 Further to initial scoping of this work the EHSP agreed a number of objectives for this work which are summarised below.

Objective 1: To assess the Councils 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.

#### **4. Work of the panel**

4.1 The EHSP undertook a range of evidence gathering processes to meet the objectives set out above. This included:

- Evidence gathering with local Traffic Management officers;
- Commissioned reports and briefings and from Traffic Management Service
- Site visits (pop up parking, car parks and walkabouts);
- Consultation with other local authorities
- Desk top review.

4.2 The following sections detail the findings of the panels in relation to the 4 identified objectives.

#### **5. Tottenham (Match Day) CPZ**

5.1 The panel noted that a revised Match day CPZ, corresponding to the new demands of the Tottenham Hotspur and surrounding development, would be integral to supporting a robust parking and traffic management solution in the Tottenham area. In this context, the panel sought to assess the Council's approach to CPZs and progress in the development of the new match day CPZ.

##### The Councils approach to CPZs

5.2 Although there is no explicit policy, officers presented a detailed report to the panel on the Councils approach to CPZs. This report provided details of:

- The number, distribution and hours of operation of CPZs in Haringey;
- The three stage authorisation process (public consultation, Statutory Process, works)
- Variations to CPZ authorization (fast track extension, experimental);
- Installation costs, enforcement and income.

5.3 The panel noted that CPZs are funded through the Capital Budget and other external sources (e.g. TfL). In 2010/11, the parking service was allocated £600k from the capital programme for the installation of controlled parking. Given the current budgetary pressures capital funding for parking infrastructure has been reduced; in 2012/13, £150k of capital funding was available.

5.4 The panel noted the absence of a review and amend process to existing CPZ schemes. The panel felt that such a protocol should be developed to ensure that schemes remained relevant to local parking needs and pressures. It was

acknowledged however that such a development would give rise to additional costs within the Traffic Management Service and additional funding would need to be identified.

#### Progress report on Tottenham CPZ

- 5.5 The panel received a presentation from Traffic Management Service on the plans to introduce a new Tottenham / Match Day/Event CPZ. The panel noted that this process would include a review of the existing match day CPZ as well as any additional area coverage to reflect new development (Appendix A). The panel noted that this work would provide an opportunity to assess and resolve many localised parking and road traffic issues within the proposed CPZ area.
- 5.6 The panel noted that £980k has been allocated through the Mayors Regeneration Fund for a phased development of the Tottenham CPZ with £330k being available in phase 1, the remainder being available for stage 2 (upon commencement of stadium build).
- 5.7 The panel noted that the approach to authorising this CPZ would be holistic and would consult and involve local stakeholders. It was emphasised to the panel that there would be a link-up to Regeneration within the planning of this CPZ. This would ensure that growth and regeneration issues would be reflected in to parking and traffic management plans for the Tottenham area.
- 5.8 The panel noted that an experimental approach was being adopted in the introduction of this CPZ which meant that a review process would be built in to the development of the scheme. This would give local residents, members and officers a further opportunity to review the scheme once it has been installed.
- 5.9 The panel noted that that the CPZ consultation would include over 8,000 households and conducted over a period of 8 weeks. The consultation would include the following commitments:
- 4 drop-in day sessions one in each ward;
  - Pop up consultation events in High Road and Northumberland Park;
  - Leaflet distribution;
  - The provision of information to households in the surrounding areas.
- 5.10 The panel noted the proposed timeframes for the development of the match day CPZ:
- Consultation in May/June 2013;
  - Final report to Cabinet on the proposed scheme in September 2013;
  - On site works will commence later in September in readiness for the opening of the supermarket in (November 2013).

#### Tottenham Hotspur match day visit

- 5.11 To support the panel's assessments, a visit was undertaken on a match day (Saturday 9<sup>th</sup> February, 2013) to view existing parking controls and infrastructure. The panel were accompanied by a number of local ward councillors.
- 5.12 During this visit, the panel observed that match day parking restrictions were in operation in non-residential areas during the visit, such as in commercial and

industrial areas (e.g. around Tariff Road, N17 and Brantwood Road, N17) and that many of these streets where controls were in place were empty of cars. Given that unregulated off street parking (pop-up parking) was also available in the vicinity of the above streets, the panel indicated that this represented a potential loss of income for the council on match days.

- 5.13 In the context of the above, the panel suggested that the Council should consider the development of a special match day or event day parking in non-residential areas where controls currently exist. The panel were of the opinion that this could potentially generate additional income for other parking and traffic management priorities in the area.

#### Events at Tottenham Hotspur Football Stadium

- 5.14 The panel noted that the development ambitions of the Tottenham Hotspur Stadium were that this would be a leisure destination 365 days a year. In this context, the panel sought clarification on the number of major events planned for the new stadium (matches and other large scale events) and whether planned for parking controls would be sufficient and not cause problems for local residents.

- 5.15 In evidence from planning officers received by the panel, it was noted that additional large scale events would be limited approximately 4 concert type events during the football closed season (June/ July). Therefore in total, there would be approximately 30 large scale events (19 league matches, about 7 European matches and 4 concerts) during the course of the year.

- 5.16 The panel noted that other smaller scale conferencing services (similar to that being currently held) would be held throughout the year. It was suggested that this would involve hundreds rather than thousands of participants.

#### Perspectives from other Local Authorities

- 5.17 The panel received a short presentation on the perspectives of other local authorities that host similar type stadia in their area and the controls that they have in place to support local parking and traffic management.

- 5.18 In relation to the operation of Match day/ event CPZs the panel noted that:
- A number of authorities had existing CPZs in the vicinity of the stadium, though with additional (extended) controls in operation on match days;
  - Given changes in TV coverage, matches were occurring at different times of the day and some authorities indicated that the timing of match day CPZ would need to be reviewed to reflect this.

- 5.19 In relation to supporting communications for match day /events parking, the panel noted that:
- In most other authorities which hosted stadiums, future match day/ events were listed on authority website;
  - In one authority, an email alert system was in operation to notify local residents (upon sign up) of up-coming events and related road traffic issues.

## **6. Unregulated off-street (pop –up) parking**

6.1 Panel members were concerned by the prevalence of unregulated off street parking (pop-up parking) occurring around the stadium on match days. Panel members sought to ascertain the nature and extent of pop-up parking, its impact on the local area and to agree an approach to managing this.

6.2 The panel noted that whilst unregulated off street parking (pop-up parking) at sites surrounding the stadium may not be illegal, parking provision at such sites which is not ancillary to the agreed planning use, may contravene planning regulations.

6.3 To support the panel assessment, a site visit was undertaken at Tottenham Hotspur and the surrounding area to identify the nature and extent of unregulated off-street parking (pop up car parks) that occurred on match days. Panel members were assisted by local ward Councillors who were able to provide more detailed local information and guidance as to the location of individual sites.

### Coverage

6.4 The extent of pop-up parking was difficult to accurately map as it was not possible to systematically assess all roads in the vicinity of the stadium during this one visit. However, given the prevalence of pop-up parking on those roads that were visited and from evidence received from local ward Councillors, the panel concluded that pop-up parking was widespread across the Tottenham area on match day. From this one visit approximately 20-25 individual pop up parking sites were identified, catering for approximately 1,500+ cars in total (conservative estimate).

6.5 Pop-up parking sites were located across a broad geographical area around the Tottenham Hotspur site. The following were the limits of pop-up parking sites as observed from this one visit, but it is very likely that additional sites exist beyond these notional boundaries:

- North – Brantwood Road, N17
- East – Garman Road, N17
- South – Tottenham High Road (Drapers Road/ Somerset Road) N15
- West – Creighton Road, N17.

### Nature and scope

6.6 The panel observed many individual examples of unregulated off-street parking or 'pop-up parking' during the site visit and noted that there was considerable variation in the nature and scale of individual pop-up parking sites:

- The capacity at individual sites varied from <10 parking spaces (e.g. forecourts) 150 + parking spaces (e.g. community sports facilities and schools);
- Pop-up parking was offered from a range of different sites including public organisations (e.g. schools, colleges, sports facilities), community centres, commercial settings (SME businesses) and other privately owned sites;
- Whilst many sites were appeared to be ad-hoc and individually run, other sites were of a much larger scale and parking was operated by official private contractors (with parking attendants);

- Specialised pop-up parking was observed for motorcycle parking (e.g. near Coombes Croft Library) and for coaches<sup>1</sup>;

#### Cost

- 6.7 From this visit, the panel observed that the cost of parking at individual pop-up parking sites varied considerably, and was relational to the distance from the stadium and the degree of regulation (security) on site. The variance in price for pop-up parking across individual sites is given below
- Maximum - £18 (observed at a school near the Stadium with security);
  - Minimum - £5 (observed at a nightclub forecourt, nr Tottenham Green).

#### Impact

- 6.8 The ad-hoc unregulated nature of pop-up parking clearly makes the volume of traffic entering the Tottenham Area difficult to measure, predict or control. However, it was apparent to the panel from this visit, that there was a significant volume of cars entering to the Tottenham area which were using pop-up parking sites (1,500+ cars) which undoubtedly contributed to broader concerns around:
- Traffic congestion and flow around the stadium;
  - Parking management issues for match day;
  - Pollution and road safety issues associated with large volumes of traffic;
  - Access for local residents.
- 6.9 Further verification that pop-up parking was a concern to local residents was provided to the panel in evidence from Council officers, who confirmed from a local consultation (to support the Tottenham Hotspur Match Day CPZ) that pop-up parking was a concern to local residents.

#### Other Local Authorities

- 6.10 Other local authorities where sports stadiums were present were consulted in respect of pop-up parking, this included London boroughs and other metropolitan areas. From those authorities directly consulted, it was accepted that pop-up parking occurs around event venues such as football stadiums, but given its opportunistic nature this was difficult to manage.
- 6.11 The density of local development surround the stadium is clearly a determinant of the availability of sites used for pop-up parking. Not all those authorities questioned experienced similar levels of pop-up parking to that recorded in Haringey, as the area surrounding stadium was more developed.
- 6.12 In one authority, the council operated a match day parking scheme at many potential pop-up parking sites in the vicinity of the stadium (including schools, colleges, and private businesses). Payment is made through a mobile phone or vouchers purchased from the Council. Although this generated additional income, no further details were available on the terms of such arrangements.

#### Department of Transport

- 6.13 The panel noted that the Department of Transport had notified local authorities of the availability of controls within the Road Traffic regulation Act 1984, which would

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<sup>1</sup> It was not apparent however, if a charge was being levied for coaches.

enable the operation of a discretionary licensing scheme in which all unregulated off street parking in a defined area would require a license (Appendix B). The panel noted however, that, to the knowledge of DT officials, this licensing scheme had not been used to control parking by a local authority to date.

## 7. Council operated Car Parks

7.1 The panel were of the view that a holistic assessment of parking issues for the Tottenham area should include Council operated car parks as these are clearly part of the overall parking infrastructure for the area. The panel thus sought to assess the nature and level of parking provision from Council operated sites to identify whether any local developments or improvements could contribute to the resolution of wider parking and traffic management issues in the area (i.e. Tottenham Match Day).

7.2 To assist in the above assessment, a visit to five council operated car parks in the Tottenham area was undertaken by the panel. The purpose of the visit was to assess:

- Parking infrastructure (e.g. signage, space marking, Pay & Display machines);
- Safety issues (e.g. adequate lighting, CCTV);
- General observations on use (e.g. occupancy and turnover).

7.3 The panel noted that in total there were 349 parking spaces available at Council operated car parks in the Tottenham area (Figure 1). A summary of observed issues at each of the car parks visited is described below in Figure 1.

Figure 1

<b>Car Park Site</b>	<b>Assessment Detail</b>
<b>Garman Road N17</b> 40 spaces	The panel noted that: <ul style="list-style-type: none"> <li>▪ At the time of the visit, the car park was full, but during the week, it was estimated to be at 30% occupancy.</li> </ul>
<b>Stoneleigh Road N17</b> A - 50 spaces B - 33 spaces C - 35 spaces	The panel noted that: <ul style="list-style-type: none"> <li>▪ There was about 30-40% occupancy of A and B;</li> <li>▪ That signage to this series of car parks could be improved from high road (indicating number of spaces available);</li> <li>▪ There needed to be clearer entry and exit signs up for the car park;</li> <li>▪ A car park user (out of town) who came across the car park by chance (felt it was not adequately signed);</li> <li>▪ Car Park C was empty as this was in the process of becoming a pay and display;</li> <li>▪ There was rubbish (overflowing skip) in the car park C.</li> </ul>
<b>Somerset Road, N17</b> 45 spaces	The panel noted that: <ul style="list-style-type: none"> <li>▪ This car park was mostly full (95%) during the visit but there did not appear to be a high turnover of vehicles;</li> </ul>

	<ul style="list-style-type: none"> <li>Part of the car park is leased to a local bus company. Panel members indicated that this part of the car park was not well maintained (rubbish and litter).</li> </ul>
<b>Westerfield Road, N15</b> 71 spaces	<p>The panel noted that:</p> <ul style="list-style-type: none"> <li>This was a very busy car park serving West Green Road;</li> <li>That there was about 70-80% occupancy, with a high turnover (indicating that this was providing an effective service);</li> <li>There was CCTV in the car park;</li> <li>There was an abundance of signage which could possibly be rationalised.</li> </ul>
<b>Brunswick Road, N15</b> 65 spaces	<p>The panel noted that:</p> <ul style="list-style-type: none"> <li>Approximately half of this car park is set aside for local residents, businesses and t users of APEX House (this part was empty at the time of the visit). The remainder of the car park was in 10-20% occupancy.</li> <li>Height and width access was severely restricted (the barrier may also be difficult to negotiate).</li> <li>There was a number of 'dead spaces' (e.g. as a result of bollards) which could be released for additional parking spaces.</li> </ul>

7.4 The panel made a number of conclusions based on the visit to Council operated car parks in the Tottenham area:

- Only one car park was full on Match day (Garman Road, N17);
- Access and usage could be improved through better signage for car parks (location and space availability) on main arterial routes in to the boroughs;
- A number of minor structural and environmental improvements could be made to update and improve car parks and increase capacity.

7.5 A key assessment made by the panel from the site visit was that if signposting to council car park sites could be improved at key entry points in to the borough, this could help to direct match day traffic to local car parks with a view to improving take up, turnover and income on match days.

## 8. Philip Lane Walkabout (holistic solution to local traffic management issues)

8.1 The panel identified that there were a number of local traffic pinch points in the Tottenham area which would benefit from an holistic assessment process. Through a planned walkabout at a local traffic pinch-point (Philip Lane) with Traffic Management officers, it was hoped that the panel would identify local problems could be resolved and help to relieve traffic pressure at this pinch point. Furthermore, the panel were keen to assess if this approach would be viable model to resolving other localised traffic pinch-points across the borough.

- 8.2 Members of the panel, together with 5 other councillors from Tottenham Green, West Green and Bruce Grove Wards conducted a 'walkabout' on Philip Lane with local Traffic Management officers in December 2012. From this visit, a detailed assessment of parking and road traffic infrastructure was undertaken with a view to improve parking and traffic managing in the area.
- 8.3 The panel noted that 33 issues were indentified for rectification or adjustment from this walkabout. Those issues identified included:
- Unnecessary double yellow lines which may prohibit business use;
  - Removal of conflicting/ unnecessary signage;
  - Faded yellow lines (double or single);
  - Bus stop 'box' too large, faded;
  - Loading bays no longer needed;
  - Controlled parking space on a bend in the road (safety issue).
- 8.4 The panel received a report which provided itemised costs to undertake works identified in the Philip Lane walkabout (Appendix C). The panel noted that £46,650 would be needed to complete all indentified work. Importantly, the panel noted that the cost to complete all of the identified works could be substantially reduced (by £25,000) if work was completed as one scheme or programme as this would reduce consultation and legal costs ascribed to individual improvements.
- 8.5 The panel noted that the cost of these works needed to be weighted and prioritised against the budget available and other essential works identified elsewhere. The panel also noted that there is currently a budget of £60k for parking infrastructure maintenance and £550k for reactive maintenance.
- 8.6 The panel suggested that other funding avenues could also be pursued to further reduce the total costs for this work. It was noted that some of the rectification of works identified within the walkabout could be of interest to Transport for London (TfL) as these may help reduce bus delays in the area. In this context, the panel agreed that TfL should be approached to ascertain if they would be willing to contribute to any of the scheme proposals.
- 8.7 As a result of a recent reorganisation, the panel noted that parking services had been merged with sustainable travel into a singular Traffic Management service. It was suggested to the panel that this merger would encourage more area based working and would facilitate more joined up solutions to local traffic issues (as exemplified in the Philip Lane Walkabout scheme).
- 8.8 To conclude, the panel noted that walkabout approach, using a holistic assessment and schemed solution, offered a cost efficient approach to resolving parking and traffic management works within a defined area (pinch-points). The panel were of the view that (resources allowing) this approach could be replicated elsewhere at other prioritised traffic pinch-points across the borough.

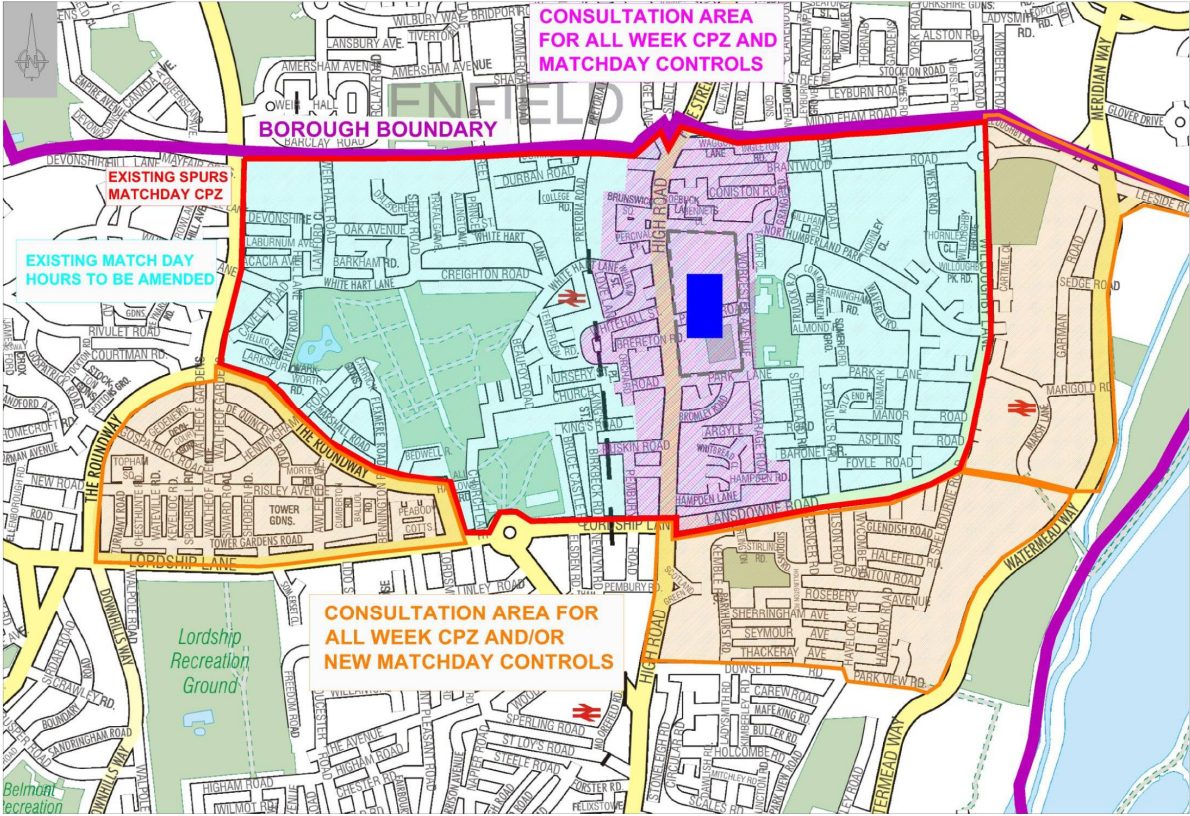
## **9. Panel Recommendations**

- 9.1 On the evidence received, the panel have formed the following recommendations:



- 1) 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;
- 2) That the Council should create a two part focus for existing match day controls so as to:
  - i) Reverse the emphasis on certain streets with no residential housing to allow event day parking
  - ii) Retain sections as resident only parking.
- 3) That the Council should ring fence income from the above scheme to resource the following developments:
  - 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).
- 4) 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.
- 5) 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.
- 6) 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.

**Appendix A – Consultation area for all week and match day parking controls.**



## Appendix B – Department of Transport Circular



Zone 2/06 Great Minster House  
76 Marsham Street  
LONDON SW1P 4DR

✉ alan.irving@dft.gsi.gov.uk

Ref: 110614/dearparkingmanager.doc

14 June 2011

Dear Parking Manager,

### **Control of Off-Street Parking**

You may be aware that last year a Private Member's Bill concerning off-street parking was introduced into Parliament by the Hon Member for Crawley, Henry Smith MP. The Bill, if enacted, would place a duty on local authorities to licence all publicly available off-street car parking places where a fee was charged.

The Bill is currently being considered by Parliament. In the meantime I would like to take this opportunity to remind parking managers of the current discretionary licensing powers that exist in relation to off-street car parking places.

Sections 43 and 44 of the Road Traffic Regulation Act 1984 and the associated Control of Off-Street Parking Orders 1978 and 1986 provide local authorities with discretionary powers to control off-street parking through a licensing scheme. Copies of these instruments may be viewed at:

<http://www.legislation.gov.uk/ukpga/1984/27/contents>

<http://www.legislation.gov.uk/uksi/1978/1535/contents/made>

<http://www.legislation.gov.uk/uksi/1986/225/contents/made>

Where you take the view it is necessary and appropriate you may wish to consider the use of these powers to licence off-street parking places. The powers allow, following appropriate consultation with stakeholders, for local authorities to establish controlled areas within which no person other than the local authority may operate a public off-street parking place of a prescribed description except under and in accordance with the terms and conditions of a licence granted to that person by the local authority.

Alan Irving  
Traffic Management Division  
Department for Transport