

**EXECUTIVE MEMBER QUESTIONS: Councillor Brain Haley**  
**Executive Member for Environment & Conservation**

**From Councillor Newton:**

*1. Stop-and-Shop for Muswell Hill and Crouch End was due to be considered by the Executive on 20 February, would he please*

- set out the reasons for the delay in going to Executive*
- set out the basis for any legal opinions sought in relation to Stop-and-Shop including the reasons why such opinion was necessary*
- provide the Overview and Scrutiny Committee with any legal opinion that was given*

Due to representations that were received, legal advice was sought on the grounds of the objections that were received. This resulted in the delay in completing the report. All objections, with the council's considered response, are contained within the body of the Executive report. As with all statutory processes, any objections received must be duly considered and with this regard our legal department were requested to provide their views on the grounds of the objections. All legal opinion that was given is provided within the body of the report.

*2. Living Streets*

- can he confirm that Haringey is signed up to "Living Streets"*
- in light of this, can he please explain what is being done to promote their aims especially as regards clearing street clutter including the reduction and removal of unnecessary guard railing*

In May 2004 the Audit Commission inspected Streetscene and one of the recommendations of their final report was that the Council develop a design guide to ensure consistency in the appearance of street furniture.

To address this a new Streetscape Manual was adopted to encourage consistency in the appearance of street infrastructure and furniture throughout the borough. Extensive Consultation was carried out on this manual with Members, Council Business Units, Living Streets Haringey, English Heritage, the Metropolitan Police Crime Prevention Design Advisor, Transport for London, London Buses, Haringey London Cycling Campaign, the Mobility Forum, and recognised residents' groups.

One of the responses asked the council to where possible discourage the use of guard rails. The council adopted this, however only in areas where there is no compromise to safety.

Removal of Street Clutter is also supported and adopted. This is evident in the delivery of schemes through many different investment streams

3. Proposed changes to permit charges will produce £575k annually to the Councils budget

- can he provide the basis for how this figure was calculated
- how many vehicles have been estimated within each of the 4 proposed charging bands in each current or proposed CPZ area
- how many second and subsequent permits have been estimated within each current or proposed CPZ area
- how many vehicles will fall within each of the engine size bands for vehicles registered before 23 March 2001

The estimated additional annual income from the review of parking charges, including proposals in relation to permit charging structures is £575,000. This is broken down as follows;

Permit Charges	500
Pay and Display	60
Car Parks	15
<b>Total</b>	<b>575</b>

At present there are approximately 13,500 permits in issue in Haringey, of which an estimated 15% has been attributed to a second or subsequent permit, however the exact composition of those vehicles is unknown. To assist in developing a charging and banding system analysis on the composition of vehicles within Haringey's CPZs was collected by reviewing a sample of the current residential parking permit applications. The information reviewed includes the logbook which contains the date of registration, engine size and emission bands.

The data analysis undertaken suggested more or less a 50 / 50 split between vehicles registered pre March 2001 and those that are banded.

For those that were registered pre March 2001 the breakdown is as follows;

DVLA [pre 2001] Engine size	1549 cc or less	1550 to 3000cc	3001 and above
Haringey %	30.3	66.7	3

Of those where CO<sub>2</sub> banding did apply, the percentage breakdown is as follows;

DVLA bandings	%							Total
	A	B	C	D	E	F	G	
CO <sub>2</sub>	Up to	101-	121-	151-	166-	Over	Over	

emission (g/km)	100	120	150	165	185	185	225	
Haringey analysis	0	7.4	33.3	11.1	11.1	26	11.1	100.0
Haringey banding	1	2		3		4		
% permit holders	0	41%		22%		37%		100%

The proposed change to visitors permits has also been factored into the above estimates.

**From Councillor Winskill:**

4. *Street banners*

*Following the disclosure in a written Council Question about income from street banners and Haringey's contract with Bay Media, does Cllr Haley feel that a gross income of £17 613 represents good compensation for all the officer time involved in managing the contract, and the negative impact on the borough Streetscene which includes several Conservation Areas?*

Besides the £17,613 income to date (the figure continues to rise) the council has displayed public information messages on 50 sites over the past year at no cost. This is part of the agreement with Bay Media and is designed to help the council to convey information to residents about council services.

The value of these sites, if the council had to pay, is £60,000. Therefore, the council has so far this year benefited from a total of £77,613, made up of cash and value-in-kind of public information media. The officer time involved in contract management is negligible because the system has previously been tried and tested over several years by many other councils.

The banners are considerably more attractive than the scruffy notice boards they replaced.

**From Councillor Davies:**

5. *Does the Council currently make any charges for motorcycle parking? What plans does he have to introduce charges for motorcycle parking within the borough, either as part of new or existing CPZs or in any other areas?*

At present the Council does not charge for motorcycle parking. Motorcycles can park in residential and pay & display bays free of charge, but we expect them to park towards the end of the bay leaving sufficient room for a car to also park. The Council has committed to developing a policy on motorcycle

parking, including looking at the environmental impact of larger motorcycles  
parking free of charge.