



Haringey Council

Report for:	Environment and Housing scrutiny panel 24 February 2014	Item number	
Title:	The Environment and Housing Scrutiny panels review of strategic parking issues ahead of the Tottenham Hotspur redevelopment.		
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1. Describe the issue under consideration

- 1.1 To set out progress made on implementation of the recommendations of the Environment and Housing Scrutiny review of strategic parking issues ahead of the Tottenham Hotspur redevelopment.

2. Cabinet Member introduction

- 2.1 Excellent progress is being made on implementing a number of the recommendations of the Environment and Housing Scrutiny Panel. The major regeneration planned and underway will transform the North Tottenham area into a major new leisure destination, bringing hundreds of new jobs and homes. Managing our road network is paramount and the recommendations of the EHSC have helped inform the traffic management measures being put in place.

- 2.2 I welcome the input and initiative of Scrutiny concerning the issues within this report.

3. Recommendations

- 3.1 That the Environment and Housing Scrutiny Panel note the progress made on implementing the recommendations of the EHSC review of Strategic Parking issues ahead of the Tottenham Hotspur redevelopment as set out in Appendix A.

4. Other options considered

- 4.1 Not applicable

5. Background information

- 5.1 The Environment and Housing Scrutiny panel review of strategic parking issues ahead of the Tottenham Hotspur redevelopment, was timely and helped inform the traffic management programme currently being delivered in that area.
- 5.2 The redevelopment of the stadium and its surrounds is central to the regeneration of Tottenham. The traffic management implications of this redevelopment were acknowledged at the planning consent stages and £980K was allocated through the Mayor's Regeneration Fund (MRF), to implement the necessary measures.
- 5.3 Many of the recommendations from the EHSC review were reflected in the Controlled Parking Zone (CPZ) proposals consulted on last year. A copy of the consultation document is attached to this report as appendix B.
- 5.4 Extensive consultation was undertaken on those proposals and the results were presented to Cabinet on 15 October 2013. The detailed scheme designs have since been developed.
- 5.5 It was anticipated that the CPZ would be implemented by the end of February 2014. However, the complexity of signage required due to the varying hours of restrictions, meant that DfT approval of signage was required. The unexpected DfT announcement in June 2013, that no authorisations would be undertaken until 2015, when the new Traffic Signs Regulations and General Directions (TSRGD) come into force, has delayed our implementation programme.
- 5.6 Following extensive representations, the DfT eventually allocated resources to consider the Haringey application and authorisation of our signage is expected in the near future. Scheme implementation is now scheduled for completion by the end of March 2014.
- 5.7 The implementation of the works identified on Philip Lane is underway and we are pleased to note that due to additional investment those works also include carriageway resurfacing.
- 5.8 The service prioritised the order of delivery of EHSC recommendations and, as a consequence, the investigation of the regulation of 'pop up' parking has been

delayed until the CPZ works are complete. Resources have been identified and work will commence on this in April 2014. This will include establishing the overall policy position, as well as understanding the legal and operational issues arising in relation to taking on a regulation role.

6. Comments of the Chief Finance Officer and financial implications

- 6.1 The costs of implementing the agreed recommendations can be met within existing approved budgets.

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7. Head of Legal Services and legal implications

- 7.1 The ability to make the relevant traffic management order is by virtue of section 6 Road Traffic Regulation Act 1984. The procedure for making an order is defined in the Local Authorities Traffic Order Procedure Regulations 1996 which identifies various consultation and publicity requirements before an order can be made all of which appear to have been met in this case.

8. Equalities and Community Cohesion Comments

- 8.1 There are no equalities issues arising from this report.

9 Head of Procurement Comments

- 9.1 Not applicable

10 Policy Implication

- 10.1 Not applicable

11 Use of Appendices

- 11.1 **Appendix A** – action plan for implementing the recommendations of the Scrutiny Review of strategic parking issues ahead of the Tottenham Hotspur redevelopment.

- 11.2 **Appendix B** – consultation on parking proposals in North Tottenham

12 Local Government (Access to Information) Act 1985

- 12.1 None

Appendix 1

Action Plan for implementing the recommendations of the Scrutiny Review of strategic parking issues ahead of the Tottenham Hotspur redevelopment.

No	Recommendation	Cabinet Response	Update at February 2014
1	hat 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.	<p>The service agrees this recommendation. The formal consultation currently underway on proposed parking arrangements in the North Tottenham area includes proposals to introduce Special Event Day (SED) parking. Those proposals relate predominantly to industrial areas within close proximity of stadium complex. Subject to the representations received during consultation the council will seek to introduce the SED measures under an experimental traffic management order. This will afford the council the opportunity to review the SED to measure the effectiveness, uptake and operational aspects after 18 months. It is anticipated that payment of the proposed flat fee in parking bays subject to SED parking , (which will reflect the longer stay), will be by cashless payment (pay by phone only). This will ensure that the council is not subject to higher then necessary capital set up costs. If introduced, the SED will be implemented concurrently with any measures resulting from the North Tottenham parking consultation.</p> <p>Lead: Gary Weston</p>	<p>The formal consultation on parking arrangements in North Tottenham included proposals to introduce Special Event Day (SED) parking in the industrial areas within close proximity of the stadium complex. This consultation ended on 13 August 2013 and a report on the result of that consultation, with officer recommendations was agreed by Cabinet on 15 October 2013.</p> <p>Implementation of proposals including SED has been slightly delayed due to the requirement to obtain DfT approval of signage to be used. The DfT imposed a moratorium on signage approvals, but following representation by the Council , resources were allocated to consider the Haringey application, which was approved on 11 February 2014.</p> <p>The request for sign authorisation includes pay by phone signage that will be used in all of the SED parking areas.</p>
2	<p>hat the Council should create a two part focus for existing match day controls so as to:</p> <ul style="list-style-type: none"> i) Reverse the emphasis on certain streets with no residential housing to allow event day parking. ii) Retain sections as resident only parking. 	<p>The service agrees this recommendation. The feedback from the consultation process will help identify locations where best to focus this element. Traffic Management officers will work with the club and key stakeholders/partners to ensure that best use is made of the kerb space in the area, while ensuring residents still have parking priority.</p> <p>Lead: Gary Weston</p>	<p>As above the proposals put forward at the consultation stage proposed several locations where 'Special Event Day (SED) Parking will be incorporated.</p> <p>The detailed design stage has identified locations where SED parking can be maximised without affecting resident parking capacity. .</p>

3	<p>That the Council should ring fence income from the above scheme to resource the following developments:</p> <ul style="list-style-type: none"> 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). 	<p>Parking income as a whole is managed through the council's parking account. Any surplus generated from that account is ring fenced by law to transport related matters. The Cabinet agree the borough transport priorities and allocate funding accordingly.</p> <p>In addition, funding for transport schemes is also made available through the LiP and S106 agreements.</p> <p>Works are underway to improve car parks in the Tottenham area and, while the ongoing maintenance and cleansing is challenging, the Traffic Management service is working closely with Veolia to improve standards. New corporate signage has been designed for the Tottenham car parks and the general issue of signposting will be covered as part of the parking and traffic management arrangements being implemented in advance of the Spurs Stadium redevelopment.</p>	<p>Capital and revenue funding is allocated as part of the budget setting programme and LiP programme, according to local and London Wide transport priorities.</p> <p>The Stoneleigh C car park has been changed to a public (pay and display) car park and the new corporate signage has been erected at that location. Signage will be changed in other car parks as part of a rolling programme.</p> <p>Direction signage will also be erected as part of the CPZ implementation programme and will be funded as part of that scheme.</p> <p>A recent reorganisation of the service has enabled a more proactive management of all surface car parks, and there is a notable improvement in cleanliness due to closer liaison with and monitoring of Veolia's activities.</p>
4	<p>That the Council should 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.</p>	<p>The developments identified in recommendations 1, 2 and 3(ii) subject to the outcome of public consultation will be implemented and funded through the budget allocated for parking arrangements associated with the Spurs Stadium redevelopment. Item 3(i) is underway, while item 3(iii) will be a matter for ongoing determination by the Cabinet in determining borough transport priorities.</p>	<p>Initial set up costs are being funded by the Mayor's Regeneration Fund. The measures have been developed to be self-financing.</p>

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.	<p>The service agrees this recommendation. Traffic Management officers have started preliminary investigation into the practice at other large stadia in connection to pop up car parks. Initial findings have indicated that Trafford Council , the home of Manchester United, operate an approved car park scheme and this has proved to be fairly successful in discouraging the prominence of pop up car parks. These investigations will also consider which community based organisations currently benefit from those 'pop up' parking arrangements and any implications for the Tottenham Hotspur Football Club from pop up car park controls.</p> <p>Lead: Gary Weston</p>	This has not yet been progressed. The CPZ design and consultation was a priority. The regulation of 'pop up' parking will be explored early in the new financial year. This will involve establishing a policy position as well as understanding the practicalities involved in implementing those regulations.
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.	<p>The service agrees this recommendation and the works identified during the walkabout will be delivered as part of this year's maintenance programme. The service will consider this approach to other arterial roads, but delivery will be based on priorities and the levels of funding available.</p> <p>Lead: Gary Weston, Tony Kennedy, Michael McNicholas.</p>	<p>The statutory consultation on changes proposed ended on 20 December 2013.</p> <p>Philip Lane was also identified for carriageway resurfacing and both projects will be combined and delivered mid February 2014.</p>