

Report for: Environment and Community Safety Scrutiny Panel

Item number: 9.

Title: Progress on implementing the recommendations of the Environment and Housing Scrutiny Panel on strategic parking issues ahead of the Tottenham Hotspur redevelopment.

Report authorised by: Ann Cunningham- Head of Traffic Management

Lead Officer: Vincent Valerio

Ward(s) affected: Northumberland Park/ Tottenham Hale/ White Hart Lane/Bruce Grove/

Report for Key/ Non Key Decision: Non Key Decision

1. Describe the issue under consideration

To provide an update on progress on implementing the recommendations of the Environment and Housing Scrutiny Panel the strategic parking issues ahead of the Tottenham Hotspur redevelopment.

2. Cabinet Member Introduction

N/A

3. Recommendations

That the Environment and Community Safety 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. Reasons for decision

The objectives set out by scrutiny have helped inform the process that officers have undertaken on a wide range of traffic managements related works in Tottenham.

5. Alternative options considered

A number of options were considered as part of the scrutiny review, which resulted in the recommendations that were implemented since March 2014.

6. Background information

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 being delivered in that area at that time under Phase 1 of the CPZ works, and Phase 2, which is now underway.

The redevelopment of the stadium and its surrounding 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.

Many of the recommendations from the EHSC review were reflected in the Controlled Parking Zone (CPZ) proposals consulted on and subsequently implemented in 2014.

The panel agreed a number of objectives for the review 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.

7. Contribution to strategic outcomes

The work will contribute to the delivery of the corporate objective Priority 3. **Priority 3:** A clean and safe borough where people are proud to live.

The council's corporate plan identifies the Tottenham regeneration as one of its key priorities. The work being delivered as part of the recommendations made by the scrutiny panel, ties in with the Northumberland Development Project and funded by the Mayor's Regeneration Fund, will help assist the delivery of this priority by contributing towards an enhanced public realm and improved traffic and road safety conditions in Tottenham.

8. Statutory Officers comments

Finance and Procurement

The responses agreed in the action plan were largely funded through existing Departmental budgets and from Capital funding already agreed with the GLA as part of the Stadium Development. Where the response is around exploring or investigating an option, the service will need to consider whether any subsequent work can be contained within existing budgets. If not subsequent Cabinet approval will be required before expenditure can take place.

Legal

The Council has wide-ranging powers to provide off-street and on-street parking under the Road Traffic Regulation Act which would enable the envisaged special event days and enable match day controls.

Under section 32 of the Act off-street parking can be provided to prevent congestion of traffic and section 35 permits conditions to be imposed on such parking.

The Council also has powers to provide parking on highways under section 45 and can impose conditions of such parking. In designating such parking a local authority must consider the interests of traffic and the interests of owners and occupiers of adjoining properties and in particular-

- (a) the need for maintaining free movement of traffic;
- (b) the need for reasonable access to premises and
- (c) the extent to which off-street parking is available.

The procedure for providing parking under the various provisions of the Act is contained in the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996. Consultation is an essential aspect of the procedure to be followed.

Equality

The Council has a public sector equality duty which will require that if agreed, the recommendations in the report are implemented in a way that will ensure that no group protected by section 4 of the Equality Act 2010 suffer disproportionate adverse impact as a result. Care would have to be taken for example to ensure that any new parking arrangements or schemes would include appropriate provision for disabled parking and the protection of other vulnerable road users such as children and older people. There are no immediately obvious cohesion implications.

Use of Appendices

Appendix A-Action plan for implementing the recommendations of the Scrutiny Review of strategic parking issues ahead of the Tottenham Hotspur redevelopment.

9. Local Government (Access to Information) Act 1985

The list of previous reports and updates can be accessed via <http://www.haringey.gov.uk/local-democracy/how-decisions-are-made/overview-and-scrutiny/scrutiny-reviews/scrutiny-reviews-201213>

Appendix A

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 January 2016
1	<p>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>	<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 than 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>The Phase 1 CPZ measures were introduced in March 2014 and this included SED locations being introduced in 11 roads throughout the CPZ. Take up of those facilities has been satisfactory, generating £ 24,436.20 to date.</p> <p>Before commencing a review of these measures as part of Phase 2 of those works in October 2015, Members asked officers to consider increasing the SED provision as part of future works. Officers are currently evaluating areas where this provision can be increased.</p> <p>All additional areas identified will be implemented as part of any approved measures resulting from consultation and in agreement ward councillors and the Cabinet Member for the Environment.</p>
2	<p>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>As detailed above, SED parking has been implemented as part of Phase 1 of the CPZ works in non residential roads. Residential parking has been retained in residential roads.</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>The car parks in Tottenham have recently been re-awarded 'Park Mark' status. This accreditation demonstrates that the car parks are safe and are maintained to a reasonable standard.</p> <p>Signs within the car parks have been upgraded to a more corporate design, but as the majority of the car parks are in the Phase 2 study area, the directional signage improvements will be implemented in June 2016.</p> <p>Officers are working with colleagues in the Tottenham team to look at better utilisation of those car parks. As part of this work, the Westerfield Road car park has been identified as a pop up box park. A planning application is expected to be presented in the coming months, and officers will continue to work with colleagues/external stakeholders as necessary. The council will seek to mitigate any loss of parking by reviewing the parking capacity in the area, and increasing take up of parking in the nearby Brunswick Road car park.</p> <p>While it has not been deemed appropriate to create a Traffic Scheme Review Fund, capital allocation is made available for parking plan works and wider highways improvements, through the LiP and Council funding streams. Further CPZ works, as well as congestion reduction measures (pinch points) and improved walking and cycling facilities have been agreed as part of the</p>
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			Sustainable Transport Works Plan and are being implemented.
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.	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.	Measures listed in this action plan will be funded by capital receipts and where possible within ongoing projects such as the GLA funded Highways and Parking accessibility works.
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.	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.	This has proven quite complex. It appears that such arrangements are not common in London and our discussions with counterparts in Trafford, suggest that their scheme is a voluntary approval scheme, rather than a regulated and enforced arrangement. Due to impact of those car parks in Tottenham, with many still being used in preference to the SED parking facilities implemented by the Council, officers will explore this further as part of the 2016/2018 works programme.
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	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.	The works on Phillip Lane were successfully implemented. These improvements resulted in improved traffic flow on a main arterial route. This approach is now being adopted on West Green Road.

	arterial routes would be funded as part of the Traffic Scheme Review Fund (as in 4 above) drawn from Special Event Day parking income.		
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