

RECORD OF DECISION TAKEN UNDER DELEGATED AUTHORITY

All requests for action to be taken in accordance with established delegated authority must be accompanied by an appropriate report setting out all relevant considerations, in particular legal and financial considerations, and with a clear recommendation[s] for action, in order for an appropriate decision to be taken in accordance with the provisions of current legislation.

Log No.

Title of Report: Myddleton Road Stop and Shop Parking Proposal

Reason for relevant paragraph for authority under scheme of delegation

1.0 Purpose

- 1.1 To report the results of the Myddleton Road Stop and Shop Parking proposal carried out in August / September 2007 and to seek approval to proceed with the recommendations as set in section 10 of this report.

2.0 Background

- 2.1 The Council is proposing to invest in the regeneration of Myddleton Road using a partnership approach to work together with communities and businesses for the benefit of traders, local residents and visitors. The group responsible for shaping the regeneration is known as the Myddleton Road Strategy Group
- 2.2 The group has developed a regeneration plan consisting of renewing the streetlights, repaving the footways and resurfacing Myddleton Road together with the introduction of stop & shop parking.
- 2.3 The purpose of the stop & shop scheme is to provide more available parking spaces and encourage more shoppers to visit the area by introducing pay & display parking from 9am – 6pm, Monday – Saturday. Traders would be provided with loading bays as part of the scheme.
- 2.4 Discussions were held with Council officers and trader's representatives to discuss the proposed stop and shop proposals in April 2007. The feedback from the meeting indicated that generally traders were in favour of the scheme.

2.5 The Council entered into statutory consultation in August 2007 for the proposed introduction of a stop and shop scheme along Myddleton Road, as shown in Appendix I of this report. The initial closing date for representations was originally 13 September. This was however extended to the 30 September.

2.6 The statutory consultation was in accordance with the following objectives:

a) Parking Service Business Action Plan

The introduction of stop & shop schemes, where required, will help create a cleaner, greener environment.

b) Mayor's Transport Strategy

The key priorities of policy 4G.1 are;

- To manage better use of street spaces for people, goods and services; ensuring that priority is allocated to meet the objectives of the strategy ; and
- To improve the attractiveness and amenity of London's streets, particularly in town centres and residential areas.

c) Local Implementation Plan (LIP)

Section 7.0 of the Parking and Enforcement Plan (the 'PEP'), which forms part of the LIP reiterates the Council's intentions to improve parking conditions in the Borough. The overall aim of the PEP is to support a better and safer environment for the borough.

A summary of PEP Policies are as follows:

- The Council will assess the need for parking controls at junctions.
- The Council will allocate on street kerb space in accordance with the Council's defined hierarchy of parking need.
- The Council will monitor, manage and review on-street pay and display parking to help manage long-stay commuter parking and promote short stay and visitor parking.

d) Nottingham Declaration

Haringey Council has recently signed the Nottingham Declaration, committing itself to take positive steps to reduce the impact of local green house gas emissions on climate change. The introduction of

parking controls will have an impact on CO₂ emissions by prioritising parking availability.

3.0 Statutory Consultation Process

- 3.1 Statutory consultation is the legal part of the process required before modifying / implementing parking controls. In summary, before making an order to modify / implement parking controls, the Council must notify its intentions in the London Gazette and the local press providing a period of at least 21 days for any interested parties to make representations. In addition it is good practise to advertise in the roads where the measures are proposed. Statutory consultation is open to any interested party wishing to make a representation regardless of where they live. The representations received are analysed on the basis of their content rather than yes / no response.
- 3.2 A draft statutory consultation document was produced and ward councillors were able to provide their comments prior to the finalisation of the document.
- 3.3 The statutory consultation document, consisting of a letter, background information, layout plan and translation page was delivered by hand, to all properties within the consultation area during the week commencing 14 August 2007. A total of 2000 statutory consultation documents were distributed within the consultation area. See Appendix 1 for the consultation document.
- 3.4 Before making the relevant traffic management order the Council must consider all duly made objections submitted in response to the consultation.
- 3.5 A drop-in session was held at no 66 Myddleton Road on the 17 September 2007 from 9am - 5pm. Letters were distributed to all properties along Myddleton Road and gave interested parties the opportunity to speak to Council officers and find out more information about the proposal. A total of 37 people attended the drop-in session.

4.0 Statutory Consultation Feedback

- 4.1 A total of 2000 statutory consultation documents were delivered to residents and traders within an agreed area. Notices were also advertised on site and in the local press informing of the Council's intentions. The closing date for the statutory consultation was initially 13 September, but to accommodate the drop-in session, the date was extended to 30 September 2007. A total of 16 representations were received during the extended consultation period.
- 4.2 Of the 16 representations received nine supported the proposals and seven were opposed, although most identified aspects of the proposals they had issues with, most notably displacement parking into

neighbouring streets by traders and residents of Myddleton Road. See Appendix II for a summary of responses received.

- 4.3 A petition containing 42 names opposing the scheme was also received. Of these, 25 names were from Myddleton Road, 15 names were from the adjacent Shropshire Road and the 2 remaining listed names were from non-adjacent roads. The petition stated that they did not want a stop and shop scheme or any other new parking controls.
- 4.4 In total 37 people attended the drop-in session held on the 17 September. A number of issues were highlighted at the drop-in session as listed below:

- Scheme will push vehicles onto neighbouring roads
- Provision for business bays required
- Provision for residents bays are required
- The scheme should be for only 2 hours a day
- Myddleton Road should be pedestrianised

- 4.5 Below is a summary of the salient objections/issues highlighted during statutory consultation along with the Council's response.

4.6 **Provision of Business Bays required**

Council response: The scheme is designed to encourage shoppers to the area by providing short stay parking in form of Stop & Shop parking. The provision of business bays will limit available spaces for shoppers and also reduce the essence of the stop & shop scheme.

Business permits for the use of business bays will cost £225 for the first vehicle and up to £300 for subsequent vehicles. Considering there are free parking in adjacent roads, traders may decide to use the free spaces rather than park in the business bays provided. If this happens, it will result to visible empty spaces during the operational hours of the Stop & Shop scheme when it could have been better utilised.

The use of business bays only allows the business vehicle park in the bay for a few hours rather than the whole day as anticipated by most traders. Another possible solution could be to have a shared use business and pay & display bays. The disadvantage however will be that the businesses will have to compete for parking space with the shoppers visiting the area.

4.7 **Provision of Residents Bays required**

Council response: The proposal is aimed at providing short stay parking facilities to manage and control parking demand and also to support the businesses by achieving a turnover of parking spaces. The provision of residents parking would conflict with this proposal.

If there are provisions for residents' only bays within Myddleton Road; experiences have indicated that most residents will opt for the option of parking in neighbouring roads where there is no form of controlled parking. The roads adjacent to Myddleton Road Stop & Shop scheme are a walking distance to the road and therefore the provision of dedicated residents' bay will not be utilised to its full potential.

Another option may be to provide shared use bays (residents and pay & display bays) however the disadvantages would be that the residents have to pay the cost of residents permit ranging from £15 to £90 depending on their vehicle emission and will also compete with the shoppers for available spaces.

4.8 Pay & Display should be limited to 2 hours per day

Council response: To have an efficient Stop & Shop scheme, it will need to be operational for more than 2hrs a day. The scheme is proposed from 9am to 6.30pm for a maximum stay of 2hrs at a time.

The 2 hours per day initiatives are usually implemented where an area is experiencing commuter parking pressure. These areas are mostly within the vicinity of tube / train stations. The feedback from parking beat surveys and from previous consultations of Myddleton Road has suggested that commuter parking is not the issue but rather a need for more efficient parking management.

Furthermore, the Council needs to consider the cost of implementing the pay & display machines and the need for the scheme to be self financing and therefore the scheme needs to be operational for more than 2hrs per day.

4.9 Myddleton Road should be pedestrianised

Council response: There is no current provision to convert the area to a car free zone. The proposal for Myddleton Road is aimed at regenerating the area back to its historic form by improving the standards of shop fronts and the environment in general.

The improvement will include road resurfacing, footway repaving, street lighting improvement and provision for pay & display bays.

4.10 The scheme will adversely affect parking availability for staff and pay & display bays should be restricted to the west of Marlborough Road.

Council response: The strategy group identified the section of Myddleton Road between Whittington Road and the New River as the regeneration area. To restrict the scheme to the west of Marlborough Road only would reduce the number of bays that could be provided and

result in parking pressure to the east of Marlborough Road, as motorists compete for non-restricted parking availability.

4.11 The scheme will cause congestion and chaos on Myddleton Road and will push shoppers away from the area to bigger stores with free parking.

Council response: The scheme will reduce congestion and chaos by introducing managed and orderly parking and loading facilities. It is widely recognised that the commercial premises along Myddleton Road are already suffering with 40% of the commercial premises empty. The scheme along with other measures identified will help regenerate the area for the benefit of traders, shoppers and local residents.

4.12 The scheme will cause displacement parking in surrounding roads.

Council response: It is acknowledged that the scheme, as proposed, may have an impact on neighbouring roads, as residents and employees of the commercial premises will be competing with residents for parking spaces in neighbouring roads. Consideration should therefore be given to providing a limited number of shared use bays for businesses and residents of Myddleton Road bearing in mind the issue highlighted in paragraphs 4.6 and 4.7 and, subject to approval from the Myddleton Road Strategy Group.

5.0 Comments from Director of Finance

5.1 The costs of implementing the measures set out in this report will be met from external funding from the approved Control Parking zones TfL budget. The allocation for Bounds Green/Bowes Park Station is £75,000. The cost of implementing this scheme is estimated to be £50,000.

5.2 Measures for this programme must be implemented and completed by 31st March 2008. No funding is required or available from Council resources to support this scheme.

5.3 The total cost of the proposals must be contained within the budget provision of £75,000 final costs must not exceed this provision.

6.0 Environmental Implications

6.1 Before reaching a decision to make the necessary Traffic Management Order to implement a stop & shop scheme, the Council must follow the statutory consultation procedures pursuant to the Road Traffic Regulation Act ("RTRA")1984 and the Local Authorities Traffic Orders (Procedure)(England and Wales) Regulations1996. All objections received must be properly considered in the light of administrative law principles, Human Rights law and the relevant statutory powers.

- 6.2 The Council's powers to make Traffic Management Orders arise mainly under sections 6, 45, 46, 122 and 124 and schedules 1 and 9 of the RTRA 1984.
- 6.3 When determining what paying parking places are to be designated on the highway, section 45(3) requires the Council to consider both the interests of traffic and those of the owners and occupiers of adjoining properties. In particular, the Council must have regard to: (a) the need for maintaining the free movement of traffic, (b) the need for maintaining reasonable access to premises, and (c) the extent to which off-street parking is available in the neighbourhood or if the provision of such parking is likely to be encouraged by designating paying parking places on the highway.
- 6.4 By virtue of section 122, the Council must exercise its powers under the RTRA 1984 so as to secure 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. These powers must be exercised so far as practicable having regard to the following matters:
- (a) the desirability of securing and maintaining reasonable access to premises.
 - (b) the effect on the amenities of any locality affected including the regulation and restriction of heavy commercial traffic so as to preserve or improve amenity.
 - (c) the national air quality strategy.
 - (d) facilitating the passage of public service vehicles and securing the safety and convenience of their passengers.
 - (e) any other matters appearing to the Council to be relevant.

7.0 Comments of the Head of Legal Services

- 7.1 All relevant legal matters have been dealt with in the body of the report and the Head of Legal has no further separate comments to add.

8.0 Equal Opportunities

- 8.1 The consultation documents were distributed to all households/businesses within an agreed area.
- 8.2 The consultation document included a section offering translation into minority languages and also included a question to determine the ethnic origin of respondents.

9.0 Staff Side Comments

9.1 n/a

10.0 Recommendations

- 10.1 It is recommended that the Cabinet Member for Environment and Conservation and Director of Urban Environment:
- 10.2 Note the feedback of the consultation set out in this report.
- 10.3 Approve, in principle, the introduction of the amended Myddleton Road Stop and Shop Scheme, as shown in Appendix III of this report. This will provide approximately twelve shared use residents/stop and shop bays and seven shared use business/stop and shop bays. The additional bays should be subject to approval from the Myddleton Road Strategy Group.

Decision of relevant Cabinet Lead Member

I approve the recommendation as set out in the attached report.

Signature 

Date 18.12.07

Concurrence of Chief Officer

I concur with the above decision.








Signature 

Date 14th Dec. 07

Appendix I: Consultation Document

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NOTES:

-  DK Dropped kerb.
-  Yellow lines.
-  Loading Bays.
-  Pay & Display Bays.
-  Disabled bays.
-  Shared use Bays.
(Business / Pay & Display)
-  Shared use Bays.
(Resident / Pay & Display)

D	Removal of Shared use bays	DA	15/11/07
C	Additional 3 Business bays & Shared Use bays	DA	29/10/07
B	Amend yellow lines & bays	DA	16/08/07
A	Extend bays & yellow lines; Additional Keys	SP / JK	15/08/07
Rev	Description	Checked	Date

Project:

**MYDDLETON ROAD - N22
STOP & SHOP SCHEME**

Title:

PROPOSED DESIGN

Path: Traffic and Road Safety\Traffic Management\T & RS Projects 2006 - 2007\Controlled Parking Zones\New CPZ, Bounds Green- Bowes Park\Drawings\New Scheme 17-08-2006\Myddleton Road.dwg

Designed:	DA	Drawn:	DA	Checked:	JK
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Scale:	NTS	Date Drawing Created:	17th MAY 2007
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Dwg. No:	TRS / MYDDLETON S&S/001	Rev:	/
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Haringey Council

Appendix II: Summary of responses received

Myddleton Road - Stop & Shop

Consultation period - August / September 2007

Letters

No	Hse No.	Street Name	Name	Yes/No	Comments
1	41	Marlborough Road	C.M Lawler	No	There is no consideration for residents on Myddleton Road and it will cause displacement
2	64	Myddleton Road	Mr Tims of Cambra Style	No	The proposal will affect staff parking near the business premises and the P&D should be kept to west of Marlborough Road
3	27	Thorold Road	Mr Ahmed	No	This will cause congestion and chaos on our road and push shoppers away from the area to bigger stores with free parking.
4	41	Marlborough Road	Noel Lawler	No	The scheme takes no account of what will happen to residents parking
5	80	Myddleton Road	C Lazarides	No	The proposal is not based on facts and figures and therefore object.
6	fl 2, 132	Palmerston Road	Nell Reid	Yes	
7	11	Lionel Hse, Palmerstone Rd	Edward Farrow	Yes	
8	18	Queens Road	GM Dawson	Yes	

Emails

No	Hse No.	Street Name	Name	Yes/No	Comments
1	45	Parkhurst Road	James Wild	No	I object to the scale of the proposal, there should be no more than 20 spaces for the proposed scheme.
2	71	Whittington Road	Irene Barker	No	The introduction of a P & D will cause displacement onto other roads
3			Micheal Wright	Yes	
4			Ed Balleny	Yes	
5	10	Thorold Road	Harris Vallianatos	Yes	

6			Ray Dengel	Yes	
7			Catherine Herman	Yes	
8			Lionel ferer	Yes	

Petition

No	Hse No.	Street Name	Name	Yes/No	Comments
1		n/a	n/a	No	There are 42 addresses and signatories

Appendix III: Revised Proposal