

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: Report of Statutory Notification for an extension of the Saturday operational hours of the pay and display bays on the southbound carriageway of Green Lanes

Reason for relevant paragraph for authority under scheme of delegation
To seek approval to proceed with the recommendations as set out in section 10.0 of this report.

Decision of Chief Officer

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

Signature



Date

16/3/11

Concurrence of relevant Cabinet Member

I concur with the above decision.

Signature



Date

18/3/11

Appendix I- Statutory Notification document

1.0 Purpose

- 1.1 To report the representations received during statutory notification for an extension of the Saturday operational hours of the pay and display bays on the southbound carriageway of Green Lanes.
- 1.2 To proceed with the recommendations as set out in section 10.0 of this report.

2.0 Background

- 2.1 Pay and display parking bays were first introduced along Green Lanes in 2000 as part of the Green Lanes CPZ. Following requests received from local businesses the scheme was reviewed in 2005, resulting in changes to provide alternating morning and afternoon hours along the north and southbound lanes. This enabled the operating hours of the pay and display facilities to be increased without impacting on journey times.
- 2.2 Although the pay and display currently operates until 7pm during the week, it finishes at 5pm on Saturdays and parking is prohibited between 5-7pm. The Saturday restriction was originally introduced to assist bus movement during the peak Saturday period
- 2.3 Traders have called for parking management on Saturday's to mirror the weekday arrangements and thereby enable visitor's to park along Green Lanes between 5-7pm. Many of the local businesses, particularly the restaurants, regard the Saturday evening period as their busiest of the week.

3.0 Proposals

- 3.1 The proposals consist of changing the existing operational period of the pay and display bays located on the southbound carriageway to enable parking until 7pm. A copy of the statutory notification document is contained within Appendix I.

4.0 Statutory notification

- 4.1 Statutory notification is the legal part of the process required before modifying or implementing parking controls. In summary, before making an order to modify or implement parking controls, the council must notify its intentions in the London Gazette and local press providing a period of 21 days for any interested party to make representation. In addition, although not a requirement, it is also good practice to advertise on site where the measures are proposed.
- 4.2 Statutory notification took place from 27 January and representations were accepted until 18 February 2011. A total of 1000 documents were also distributed to all properties within the affected areas.
- 4.3 As part of the statutory process, the views of the following bodies are also sought: AA, London Transport, Police (local), Fire Brigade, London Ambulance Service, Freight Transport Association, Road Haulage

Association, RAC, Metropolitan Police (traffic), Haringey Cycling Campaign, neighbouring boroughs and the council's waste management services.

5.0 Representations received during the statutory notification period.

- 5.1 The Haringay Traders Association confirmed their support for the proposal but requested future consideration be given to similar arrangements along the northbound lane.

"We write on behalf of Haringay Traders Association in support of this proposal. After much discussion and lobbying with Councillors and officers we welcome this new scheme for Saturday parking which will help local traders and retailers especially in the harsh economic times.

Parking bays on Green Lanes are vitally important to the local shops and because Green Lanes is surrounded by all day CPZ, this new scheme will only make use of 50% of the available parking bays. This we feel will restrict the local economy and the mobility of trade and the movement of goods and we would like to revisit this scheme in the near future to incorporate parking on the northbound side as well.

But in the mean time we look forward to the implementation of this long awaited and much improved parking scheme".

- 5.2 **Council's Response:** The Council welcomes the support of the HTA. The parking management arrangements along the northbound side of Green Lanes was reviewed as part of this process. Bus journey time data provided by TfL indicates buses are already experiencing delays along the northbound carriageway and a relaxation of the restrictions would further impact on journey times.

- 5.3 **London Buses** provided a response to our proposal stating the have no objection.

"Cannot see this making much difference to traffic flow, except perhaps if a vehicle wants to turn right into one of the side roads from the southbound carriageway and the parking bays are very near to the junction and no passing area is available. It seems strange that the hours are as they are at present as Fridays are as busy as Saturdays, even more so with the peak hour traffic".

- 5.4 **Council's Response:** The location of the bays do not impact on turning movements and the proposed arrangements are what is currently in place during the week.

6.0 Chief Finance Officer Comments

- 6.1 The proposals in this report will extend the Pay and Display operating hours by two hours for nine machines within the Green Lanes CPZ. The estimated costs of implementing the measures set out in this report are approximately £1k and will be met from existing budget provision. There is a projected net income deficit of £11k as a result of introducing the

proposed changes and this shortfall will need to be contained within the overall net service budget.

5.2 Service Finance comments

5.3 The extension of pay and display operation by two hours will generate enough revenues to mitigate any shortfall in PCN income; assuming the proposed charges are effective from May 2011.

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7.0 Environmental Implications

7.1 The proposed measures will allow parking for an extra two hours on Saturday this will in turn benefit local businesses and visitors to the area.

8.0 Comments of the Head of Legal Services

8.1 The change to the operational hours of the CPZ will require amendment of the relevant traffic management order. The legal powers and implications for changing the TMO are set out in section 6.0 of this report, and are the same as for making a TMO. Therefore the Council must follow the procedure set out in the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996 when changing the TMO."

9.0 Equal Opportunities

9.1 During the statutory notification period, any interested party can submit a representation regardless of where they live or work.

10.0 Staff Side Comments

9.1 N/A

11.0 Summary

11.1 The council has not received any objection to this proposal and therefore officers recommend proceeding to implementation.

11.2 The proposed changes should be introduced in April 2011.

12.0 Recommendation

12.1 It is recommended that in light of the comments outlined in this report approval is given to

- Introduce the measures as proposed and carry out the necessary site works.