

**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: Muswell Hill and Crouch End Town Centres – Experimental TMO**

**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

## **1.0 Purpose**

- 1.1 To report the representations received between September 2010 and March 2011 to the experimental traffic management measures in the Crouch End and Muswell Hill Town Centres.
- 1.2 To proceed with the recommendations as set out in section 10.0 of this report.

## **2.0 Background**

- 2.1 In December 2009 changes were made to the parking management arrangements in the Crouch End and Muswell Hill Town Centres. The measures were designed to improve the capacity for short stay parking and, to provide safety benefits through improved parking management.
- 2.2 The measures were introduced under experimental powers to enable monitoring during the first six months operation. During this period representation was received from London Buses regarding obstruction and congestion.
- 2.3 A report presented to the March 2010 Cabinet approved the experimental measures becoming permanent, subject to addressing the issues raised by London Buses. Meetings were subsequently held with London Buses and it was agreed to amend the scheme as follows:
  - Reintroduce the previous restrictions in the bays along The Broadway, N8 so that the operational hours of the parking bays are 10am-4pm instead of 8am -6:30pm.
  - Reduce the length of an existing loading bay along New Road, N8 from 18.4 to 10m.
  - Introduce four new disabled bays in the Muswell Hill, N10 area as listed in the appendix.
  - Subject to representations received during the 6 months experimental period , consider introducing the changes permanently.
- 2.4 The above changes were approved in August 2010, under delegated powers. As the changes had been identified during the experimental period it is a legal requirement for this period to be extend for a further six months to allow the opportunity of further representation on the revised scheme.

## **3.0 Representations received between September 2010 – March 2011**

- 3.1 We received a total of three representations during this period which all related to the removal of the 2 disabled bays located on Crouch End Broadway. The bays were introduced in December 2009 following the initial review but were removed in view of the congestion and obstructions issues highlighted by London Buses. Blue badge holders have reported difficulty in parking along the main road since the removal of the bays as they are now competing with able bodied motorists for available kerb space.

- 3.2 **Council's Response:** The disabled bays were provided as part of a parking management scheme for Crouch End town centre. The scheme was introduced under experimental powers enabling further consultation with stakeholders, prior to making the scheme permanent. During this process concerns were raised by London Buses regarding delays experienced along Crouch End Broadway due to congestion and obstructive parking.

Following site observations with representatives of London Buses, we decided to remove the identified parking bays, which included both pay and display and disabled bays, and revert back to the previous restrictions. This amendment will facilitate the flow of traffic at peak times.

#### **4.0 Chief Finance Officer Comments**

- 4.1 The introduction of the original measures contributed to a reduction in Parking income that means income remains below budgeted expectation in 201-11. These amendments should mean the additional income received since September 2010 will continue and the budget for 2011-12 will be amended accordingly.

#### **4.2 Service Finance comments**

- 4.3 The amendment to the experimental measures in September 2010 resulted in additional income which significantly reduced the deficit incurred from the original measure that was introduced in December 2009.

#### **5.0 Environmental Implications**

- 5.1 The measures introduced in the Muswell Hill and Crouch End areas aid short term parking and encourage the turnover of visitors to the area.

#### **6.0 Comments of the Head of Legal Services**

- 6.1 An Experimental Traffic Order is made under Sections 9 and 10 of the Road Traffic Regulation Act 1984 and all other enabling powers after consultation with the chief officer of police in accordance with Schedule 9 to the 1984 Act.
- 6.2 Unlike a permanent order an experimental order can only stay in force for a maximum of 18 months while the effects of the ban are monitored and assessed (and changes made if necessary), before the Council decides whether or not to continue the experimental order on a permanent basis.
- 6.3 When deciding whether to make an experimental order permanent the Council give full and proper consideration to all representations received and balance them against the duty in section 122 of the Road Traffic Regulation Act 1984 set out in paragraph 5.4 above.

## **7.0 Equal Opportunities**

- 7.1 During the experimental period, any interested party can submit a representation regardless of where they live or work.
- 7.2 Whilst concerns were raised by blue badge holders they can continue to park outside the peak hours waiting and loading restrictions.

## **8.0 Staff Side Comments**

- 9.1 N/A

## **9.0 Summary**

- 9.1 The experimental orders relating to the changes made in Muswell Hill and Crouch End were introduced on 17 December 2009 and afforded a maximum period of 18 months before a decision needed to be undertaken on whether the measures can be made permanent.
- 9.2 As further changes were made on 2 September the earliest the council can consider making the changes permanent is 17 March 2011

## **10.0 Recommendation**

- 10.1 It is recommended that in light of the comments outlined in this report,  
That the Cabinet Member and Director.
  - Consider all representations received at the conclusion of the 6 month notice period for the changes made on 2 September 2010
  - To make the experimental measures introduced in September 2010 permanent