

Management Board*On 30 August 2000***Report title: Update on the Parking Plan****Report of: Peter Norton, Director of Environmental Services****1. Purpose: To inform members of progress on the Council's Parking Plan and to seek their approval of a programme of further development of the plan****2. Recommendations**

- 2.1 That the programme of new schemes as described in para 5.5 and listed in Appendix 3 and shown on Figure 1 be approved**
- 2.2 That the Parking Plan and Parking Account be updated in respect of these schemes**
- 2.3 That a report on the allocation of parking revenues be brought to a meeting of the Policy and Strategy Committee early in 2001.**

Report authorised by: Neil Munslow – Assistant Director Parking Services**Contact officer: Chris Bainbridge****Telephone: 020 8489 1766**

3. Policy summary

3.1 Current or proposed policy .The Council agreed to develop a Parking Plan at the Transport and Road Safety Sub-Committee in November 1997., in line with Government Office for London and LPAC (London Planning Advisory Committee) guidance.

3.2 Reasons for any change in policy or for new policy development: Two new Controlled Parking Zones have been introduced and two more are under consultation. It is appropriate now to review progress and determine the direction of future actions in respect of:

- a) The restatement of parking policy in the light of government policy
- b) The revised CPZ programme
- c) The pay and display and business bay policy
- d) The reinvestment of parking revenues.

4. Access to information:

Local Government (Access to Information) Act 1985

The following background papers have been used in the preparation of this report:

Reports to Transport and Road Safety Sub-Committee, 22 November 1997 and 13 September 1998

Reports to Technical and Environmental Services Committee, 13 July 1998 and 5 October 1998

For further information on this report, and access to the background papers, please contact Chris Bainbridge at Hornsey Town Hall, The Broadway, Crouch End, London N8 9JJ, tel 020 8489 1766. The background papers are held at Hornsey Town Hall.

5. Report

Policy Context

5.1 The Council agreed to develop a Parking Plan at the Transport and Road Safety sub-committee on 22 November 1997. This was in line with the Government Office for London's Traffic Management and Parking Guidance, which expects local authorities to develop a parking strategy which would include introducing Controlled Parking Zones (CPZs) in areas of parking congestion and at important local destinations.

throughout London where there is reasonable public transport provision. The London Planning Advisory Committee (LPAC) issued Parking Advice in 1997 which recommended that boroughs produce a Parking Plan which would support traffic restraint and sustainable development. This approach is being continued under the Greater London Authority and the Mayor of London. Further support for the development and implementation of the Parking Plan was given by the District Auditor. The Council's Parking Charter declares its intention to prepare and maintain a Parking Plan.

5.2 The draft Parking Plan which was produced focussed on the main parking issues facing Haringey, which can be summarised as:

- a) Commuter parking around rail stations
- b) Maintaining the economic viability of the borough's shopping areas
- c) The pressures from adjoining boroughs through the introduction of CPZs leading to the displacement of parking into Haringey.
- d) Major developments generating pressures for more on-street parking

5.3 At its meeting on 13 July 1998, the Technical and Environmental Services Committee agreed to adopt a programme of CPZ implementation from 1998-2002. It envisaged progressing schemes in the following order:

Seven Sisters Station – implementation by October 1999

Finsbury Park station – implementation by March 2000

Green Lanes area – implementation by March 2001

Bounds Green/Bowes Park stations – implementation by March 2002

Spurs football ground – implementation by March 2003

5.4 "Pump-priming" funds would be required for the Council to establish the first CPZs, but it was envisaged that once established they would yield a financial surplus which would be used for traffic calming and management, for environmental improvements and to develop further CPZs. The programme was further developed and refined and agreed at Technical and Environmental Services Committee on 5 October 1998. In September 1998, the Transport and Road Safety Sub-Committee agreed criteria for prioritising a programme of smaller-scale CPZs, to run in parallel with the main programme. Traffic calming measures are an integral part of the CPZs, which are designated as Environmental Improvement Areas. These measures include improved street lighting. Haringey's strategy to reduce crime and disorder, "Making Haringey Safer, has identified street lighting improvements as a key element in personal safety and security.

CPZ Programme

5.5 A Parking Strategy Group has been established to oversee the development and implementation of the Parking Plan and other parking issues. It is chaired by the Lead Member, Environment, and is attended by appropriate officers, mainly in the Environmental Services directorate. The Seven Sisters CPZ was introduced in July 1999 and the Green Lanes CPZ was introduced in February 2000. There have also been amendments to the Wood Green Town Centre CPZ. Public consultation on the Bounds Green area CPZ has taken place and implementation is scheduled for November 2000, Muswell Hill/Fortis Green, which had originally featured on the list of smaller schemes, have been merged into a large scheme. Consultation is taking place in July and August, with implementation programmed for February 2001. Following an unfavourable response from part of the area to public consultation, the Finsbury Park scheme has been deferred. Hackney have implemented a CPZ in their part of the area, and Islington intend to implement a CPZ in their part. It is proposed, therefore, that a revised scheme for the Haringey part of Finsbury Park, covering a smaller area, be developed and introduced in 2001/2. Similarly, it is proposed that the North Tottenham/Spurs scheme be introduced in 2001/2. The programme is shown at Appendix 3 and on Figure 1 (map). The smaller schemes to be implemented are Highgate and Hornsey stations (2001/2) Harringay station and Crouch End (2002/3). There is some scope for flexibility to respond to changing circumstances, e.g. BT development proposals at Crouch End or bus priority proposals in Highgate village.

Pay & Display/Business Bays

- 5.6 Now that the CPZ programme is well on the way to being half completed, it is appropriate to review progress and consider some of the issues raised. These include:
- i) A programme of short term pay and display in shopping areas such as Crouch End, Hornsey High Street, Turnpike Lane, Bruce Grove and Park Road/Priory Road. Short term parking would ensure that the space available went to shoppers rather than commuters, and pay and display would both cover enforcement costs and help ensure compliance. Spaces would no longer be 100% occupied all day, which would assist bus flow.
 - ii) The possible use of Hornsey Town Hall car park as an off-street car park for Crouch End. This already happens on Saturdays. It would require a significant reduction in use of the car park by staff (which may occur as a result of the Council no longer providing car parking for staff who do not receive car allowances, as envisaged in the Green Travel Plan), and significant expenditure on re-lighting and resurfacing. If it was not to be accompanied by an increase in car traffic in Crouch End, on-street parking restrictions and their enforcement would need to be strengthened. This would significantly

assist bus movement in the area. The costs of the resurfacing could be met from pay and display charges and/or funds from the Crouch End CPZ. The scheme is to some extent dependent on the future of Hornsey Town Hall itself.

- iii) **Business provision.** A balance has to be struck between the legitimate needs of businesses and the need to restrain car use, particularly for commuting. It is suggested that the existing policy, of treating each case on its merits, with the charges for business permits at least covering the cost of their implementation and enforcement, be continued.
- iv) **Further development of wider aspects of the Parking Plan,** e.g in relation to parking standards for new development, the control of private non-residential parking , pricing strategy in relation to sustainable transport and development goals and innovative schemes such as car free housing and city car clubs. This work will be co-ordinated with the review of the Unitary Development Plan (UDP).

Reinvestment

5.7 The Parking Plan and Parking Account, attached at appendices 1 and 2 respectively, are projecting significant financial surpluses in future years, even after the traffic calming and lighting improvements have been implemented. Legally, these funds can only be spent on transport, parking, highway or other local environmental improvements. As part of the further development of the Parking Plan, members will need to consider how to distribute this surplus. Possible measures include:

- Concessionary travel
- Public transport improvements, e.g. new hopper buses, accessible community buses, relocating bus stops closer to junctions, allowing routes to share common stops at key locations and advance ticket machines
- Environmental improvements , such as street trees and planting.
- Home zones, safer routes to school, 20mph zones
- Cross subsidy for parking enforcement of London Bus Priority Network
- Clear road and footway maintenance backlog
- Comprehensive renewal of streetlights
- Access improvements to bus stops and rail stations

5.8 The Council has bid for funds from the GLA for most of these items in its Interim Transport Plan. The settlement will be announced in December, and it is suggested that parking funds be allocated to help “fill the gaps” in that settlement . A further report will be prepared early in the new year in the light of this.

6 Financial Implications

- 6.1 The latest approved Summary Parking Plan is attached at appendix 1. The total implementation costs (capital and revenue) are estimated to be £4.882m over the five year period 2000/01 to 2004/05. The total income is estimated to be £7.816m over the same period, giving an overall net projected surplus of £2.934m.
- 6.2 The income figures are based on the revised fees that were introduced in 1999/2000 and assumes that 90% of PCN's are paid at £30, and 10% at £60. The income figures are then discounted to allow for a 50% recovery rate. Fee income for the new CPZs has been estimated based upon the parking behaviour observed in the existing controlled zones. Any change in the parking behaviour of motorists would have an impact on the viability of CPZs. This should be regularly monitored, by area, and the assumptions in the parking plan updated accordingly, if necessary.
- 6.3 The recovery rate assumed is 50%. The previous version of the Parking Plan assumed a recovery rate of 60%. The monthly monitoring reports suggest that 50% is the recovery rate currently being achieved and, while efforts will continue to be made to meeting the London-wide average (some 63%), it would not be prudent to budget for this level of income. Obviously any increase in the recovery rate will have a beneficial effect on the currently projected surpluses.
- 6.4 The Plan assumes that all implementation costs will be met from within the overall Parking Account, attached at appendix 2. The pump-priming monies allocated from Corporate Priorities to assist with funding the first CPZ were paid back to the General Fund in the last financial year.
- 6.5 The 2000/01 Parking Budget assumes reinvestment of approximately £1.1m on CPZs including lighting where appropriate, traffic management schemes and funding the shortfall on the school crossing patrols inherited from the Met Police.
- 6.6 The Parking Account is also projecting significant surpluses for future years. The report is proposing the introduction of further controlled zones, including the potential reinstatement of Finsbury Park CPZ and pay and display areas from 2001/02, as attached at appendix 3. If approved, the total costs will initially be funded from parking account projected surpluses with payback periods as indicated below. It is estimated that the cost of these proposals can be recouped by 2005/06.

	2001/02	2002/03	2003/04	2004/05
(£000)				
Costs	495	252	220	230
Income	<u>(50)</u>	<u>(310)</u>	<u>(350)</u>	<u>(370)</u>
Deficit/(Surplus)	445	(58)	(130)	(140)

- 6.7 The overall Parking Account surpluses are used to fund the cost of off street parking as well as other traffic and highways improvement schemes. However, given the scale of the budget pressures the Council is facing over the next three year budget cycle, it is important to identify and formalise how the projected Parking Account Surpluses can benefit the Resources Strategy of the Authority as well as continuing to provide opportunities for investment for Environmental Improvement Areas.

7 Comments of the Acting Director of Corporate Services

- 7.1 The Acting Director of Corporate Services has been consulted in the preparation of this report and has no further comments.

8 Environment

- 8.1 The development of the Parking Plan is part of the Council's Traffic Reduction Strategy and will contribute to improvements in air quality and environmental conditions generally.

9 Equalities

- 9.1 The Parking Plan will improve conditions for local residents, particularly those who are dependent on walking, cycling or public transport. Provision for parking for people with disabilities (Orange/Blue badge holders) is a major feature of the Parking Plan and a Disabled Persons Parking Forum has been established.

Summary Parking Plan

IMPLEMENTATION OF THE PARKING PLAN

Appendix 1

SET-UP COSTS	2000/01	2001/02	2002/03	2003/04	2004/05	Total	Notes
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Survey design & consultation SLA	377,139	377,140	377,140	377,140	377,140	1,885,699	
Survey, design & legal costs:							
Seven Sisters	-	-	-	-	-	-	
Green Lanes	-	-	-	-	-	-	
Bounds Green	25,000	-	-	-	-	25,000	
Muswell Hill/Fortis Green	26,000	-	-	-	-	26,000	
Alexandra Palace Station	-	-	-	-	-	-	
Highgate Station	-	20,000	-	-	-	20,000	
Hornsey Station	-	20,000	-	-	-	20,000	
Crouch End	-	40,000	-	-	-	40,000	
Sub-total	51,000	80,000	-	-	-	131,000	

Implementation Costs excl. Traffic Mgt.							
Seven Sisters	-	-	-	-	-	-	
Green Lanes	-	-	-	-	-	-	
Bounds Green	93,390	-	-	-	-	93,390	
Muswell Hill/Fortis Green	148,280	-	-	-	-	148,280	
Alexandra Palace Station	11,550	-	-	-	-	11,550	
Highgate Station	-	38,500	-	-	-	38,500	
Hornsey Station	-	10,780	-	-	-	10,780	
Crouch End	-	-	119,790	-	-	119,790	
Sub-total	253,220	49,280	119,790	-	-	422,290	
Investment Costs (Traffic Mgt.)							
Seven Sisters	100,000	-	-	-	-	100,000	
Green Lanes	100,000	-	-	-	-	100,000	
Bounds Green	100,000	-	-	-	-	100,000	
Muswell Hill/Fortis Green	100,000	-	-	-	-	100,000	
Alexandra Palace Station	-	-	-	-	-	-	
Highgate Station	-	22,000	-	-	-	22,000	
Hornsey Station	-	22,000	-	-	-	22,000	
Crouch End	-	-	165,000	-	-	165,000	

Summary Parking Plan

Sub-total	400,000	44,000	165,000	-	-	609,000
Total Implementation Costs	704,220	173,280	284,790	-	-	1,162,290
Annual Running Costs						
Seven Sisters (50% in 1999/2000)	172,729	172,729	172,729	172,729	172,729	863,645
Green Lanes (10% in 1999/2000)	223,904	223,904	223,904	223,904	223,904	1,119,520
Bounds Green (5 mths in 2000/01)	28,896	69,350	69,350	69,350	69,350	306,296
Muswell Hill/Fortis Green	-	205,204	205,204	205,204	205,204	820,816
Alexandra Palace Station	-	32,000	32,000	32,000	32,000	128,000
Highgate Station	-	-	47,000	47,000	47,000	141,000
Hornsey Station	-	-	19,500	19,500	19,500	58,500
Crouch End (50% in 2003/04)	-	-	94,129	188,258	188,258	282,387
Sub-total	425,529	703,187	769,687	863,816	957,945	3,720,164
Income						
Seven Sisters (50% in 1999/2000)	321,628	321,628	321,628	321,628	321,628	1,608,140
Green Lanes	603,400	603,400	603,400	603,400	603,400	3,017,000
Bounds Green (5 mths in 2000/01)	65,563	157,350	157,350	157,350	157,350	694,963
Muswell Hill/Fortis Green	-	367,150	367,150	367,150	367,150	1,468,600
Alexandra Palace Station	-	54,950	54,950	54,950	54,950	219,800
Highgate Station (50% in 2002/03)	-	-	53,475	106,950	106,950	267,375
Hornsey Station (50% in 2002/03)	-	-	13,303	26,605	26,605	66,513
Crouch End (25% in 2003/04)	-	-	-	94,825	379,300	474,125
Sub-total	990,591	1,504,478	1,571,256	1,732,858	2,017,333	7,816,515
Total Costs (Capital & Revenue)	1,129,749	876,467	1,054,477	863,816	957,945	4,882,454
Total Income	990,591	1,504,478	1,571,256	1,732,858	2,017,333	7,816,515
Deficit/(Surplus)	139,158 -	628,011 -	516,779 -	869,042 -	1,059,388 -	2,934,061

parking account

PARKING ACCOUNT POSITION INCLUDING PARKING PLAN IMPLEMENTATION

Appendix 2

	actual 1998/99 £'000	actual 1999/2000 £'000	est. 2000/01 £'000	est. 2001/02 £'000	est. 2002/03 £'000	est. 2003/04 £'000	est. 2004/05 £'000
Balance Brought Forward			359	364	942	1,409	2,228
Projected Surplus	261	437	460	460	460	460	460
Accrual of Income	500	500	-	-	-	-	-
Net Income From Parking Plan	-	-	565	801	802	869	1,059
Additional surplus anticipated	-	-	-	-	-	-	-
Total Projected Surplus	761	937	1,384	1,625	2,203	2,738	3,747
Existing use of budgeted surplus:							
Achieve cash-limit	84	-147	56	250	250	250	250
Off-street parking	-	-	-	-	-	-	-
Highway Improvements/ etc	-	-	260	260	260	260	260
Sub-total	84	-147	316	510	510	510	510
Surplus Above Base Budget	677	1,084	1,068	1,115	1,693	2,228	3,237
Repayment of Deficit	328						
Repayment of corporate priorities monies	157	333					
Further Off-street costs	-	-					
Parking Plan Implementation	-	392	704	173	285		
Sub-total	485	725	704	173	285		
Balance Carried Forward	192	359	364	942	1,409	2,228	3,237

Summary Costs and Income From CPZ Programme

		£
Seven Sisters (sheet 2)	Capital/Set-up costs	285,970
	Annual running costs	172,729
	Income	321,628
	Net Annual Income	148,899
	Payback of capital (years)	1.92
Green Lanes (sheet 4)	Capital/Set-up costs	368,030
	Annual running costs	223,904
	Income	603,400
	Net Annual Income	379,496
	Payback of capital (years)	0.97
Bounds Green/ Bowes Park (sheet 5)	Capital/Set-up costs	100,000
	Annual running costs	69,350
	Income	157,350
	Net Annual Income	88,000
	Payback of capital (years)	1.14
Fortis Green/Muswell Hill (sheet 7)	Capital/Set-up costs	274,280
	Annual running costs	205,204
	Income	367,150
	Net Annual Income	161,946
	Payback of capital (years)	1.69
Crouch End (sheet 8)	Capital/Set-up costs	324,790
	Annual running costs	188,258
	Income	379,300
	Net Annual Income	191,042
	Payback of capital (years)	1.70
Alexandra Palace Station (sheet 9)	Capital/Set-up costs	11,550
	Annual running costs	32,000
	Income	54,950
	Net Annual Income	22,950
	Payback of capital (years)	0.50
Highgate Station (sheet 10)	Capital/Set-up costs	80,500
	Annual running costs	47,000
	Income	106,950
	Net Annual Income	59,950
	Payback of capital (years)	1.34
Hornsey Station (sheet 11)	Capital/Set-up costs	52,780
	Annual running costs	19,500
	Income	26,605
	Net Annual Income	7,105
	Payback of capital (years)	7.43
Total	Capital/Set-up costs	1,497,900

