

Matter being dealt with by

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13 December 2010

To: All Members of the Cabinet

Dear Member,

Cabinet - Monday, 13th December, 2010

I attach a copy of the following report for the above-mentioned meeting which was not available at the time of collation of the agenda:

4. PARKING CHARGES REPORT - RESPONSE TO DECISION OF THE OVERVIEW AND SCRUTINY COMMITTEE (PAGES 1 - 8)

(Report of the Director of Urban Environment – To be introduced by the Cabinet Member for Neighbourhoods): To address the points raised by the Overview and Scrutiny Committee on consideration of the Call In of the decision in relation to the Parking Charges Report.

Yours sincerely,

Richard Burbidge
Cabinet Committees Manager

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**Cabinet****13 December 2010**

Parking Charges Report - Response to resolution of the Overview and Scrutiny Committee held on 8 December 2010 in relation to the Call-in of the decision of the Cabinet on 16 November 2010 – (CAB75 PARKING CHARGES REPORT)

Report of: **Niall Bolger , Director of Urban Environment**
Signed :

Contact Officer : Ann Cunningham, Head of Parking Services

Email: ann.cunningham@haringey.gov.uk

Tel: 0208 489 1355

Wards(s) affected: **all**

Report for: **key decision**

1. Purpose of the report (That is, the decision required)

1.1. To respond to points raised in the resolution of the Overview and Scrutiny Committee held on 8 December 2010 in relation to the call-in of the decision of the Cabinet on 16 November 2010.

2. Introduction by Cabinet Member (if necessary)

2.1 The Parking Services charges review was undertaken to assess whether Haringey's range of charges is appropriate from a traffic management stand point and whether the charges are in line with neighbouring and other London Boroughs experiencing similar traffic management problems. The review concluded that a number of adjustments were needed.

The changes proposed in the parking charges report to Cabinet on 16 November 2010 aimed to ensure that Haringey's charges are adjusted to effect improved traffic management whilst, where appropriate, remaining in line with charges in other London Boroughs.

3. State link(s) with Council Plan Priorities and actions and /or other Strategies:

3.1 The recommendations in this report supports two of the Councils priorities;

Priority 1 - A Cleaner , Greener Haringey

The CO2 emissions based charging structure for residential permits supports the Councils sustainability agenda and encourages the use of fuel efficient vehicles.

Priority 5 - Delivering high quality, efficient services

The review of parking charges supports the delivery of effective traffic flows throughout the Borough.

4. Recommendations

- a) That members note the response to the points raised in the resolution of Overview and Scrutiny and proposed actions.
- b) That members receive and endorse the original report, subject to the revised recommendations in relation to the authority required to take the final decision to implement the changes, as set out at paragraphs 6.3 and 6.4 of this report
- c) That members note the report to Overview and Scrutiny in response to the Call-in of the decision of the Cabinet on 16 November 2010

5. Reason for recommendation(s)

5.1 The Parking Charges report to Cabinet on 16 November 2010 set out the review of parking charges, it's conclusions and recommendations.

5.2 The Parking Charges report to Overview and Scrutiny on 8 December 2010 set out the response to the matters raised in the Call-in of the decision of the Cabinet decision on 16 November 2010 – (CAB75 PARKING CHARGES REPORT)

6. Parking Charges report (CABINET 16TH NOVEMBER 2010) response to the 8TH December 2010 Overview & Scrutiny Committee Resolutions

RESOLVED

- i That the decision of the Cabinet of 16th November 2010 – CAB75 Parking Charges Report – be referred back to the Cabinet for reconsideration, and:
- ii That a transparent equalities and economic impact assessment be undertaken, in

consultation with local traders, and should include comparisons with other London Boroughs and the effect of similar rises in pay and display charges on their local shops, and;

iii That the banding structure be reconsidered in order to address the concerns raised by the Overview & Scrutiny Committee, particularly that Green Lanes, Muswell Hill and Crouch End were each unique town centres and should be considered as such and that such a steep rise in banding levels should be made in increments.

Response:

6.1 The resolutions concerning the impact assessment and banding structure are noted and have been considered.

6.2 It is recommended that the Cabinet re-affirms it's in principle agreement to the charges as agreed at the 16th November 2010 Cabinet and the consequent timetable for implementation subject to the changes set out below.

6.3 It is recommended that Cabinet agree to provide delegated authority to the Director of Urban Environment in consultation with the Lead Member of Neighbourhoods, for the final decisions on the increase in the charges for parking permits and the introduction of new permits as recommended by the Head of Legal Services in his comments below (but not changes to the charges for pay and display bays).

6.4 In relation to pay and display charges it is proposed that the Parking Service further assesses the impact that increases could have on local shops as an additional part of the forthcoming statutory notification exercise (explained to the 16 November Cabinet and the Overview and Scrutiny Committee of 8 December 2010) and a comparison with other London Boroughs will be included as part of the exercise. Local traders will have the opportunity to offer views on the proposed increase and change to banding in Green Lanes, Muswell Hill and Crouch End as part of this process.

6.5 That Cabinet agrees that a report on the feedback from the statutory notification process and the findings of the additional impact assessment be presented back to Cabinet to take a decision whether to implement the recommended increase in charges. Officers have assessed that the earliest meeting that such a report could be presented would be to the 22 March 2011 Cabinet.

7. Financial Comments

7.1 The proposed changes in parking charges are based on traffic management considerations. However, Cabinet should note that within the Pay and Display category (medium & high demand) the proposed changes would generate additional £0.9m revenue in a full year.

7.2 The Council is currently required by statute to maintain a Parking Places Reserve

Account to demonstrate that any financial surplus from on-street parking activities is only used for prescribed purposes. These purposes relate to transportation services including improvements to highways and the associated infrastructure and transport costs (including concessionary fares). The PPRA for 2009-10 is attached as Appendix 1. This shows that the surplus from parking services was some £3.1million compared to prescribed expenditure in excess of £10million. This excess is funded from the General Fund.

7.3 Whilst the additional income will increase the surplus on the PPRA the Medium Term Financial Plan is projecting significant increases in the cost of prescribed services, particularly in relation to concessionary fares where costs will increase by some £2million.

8. Head of Legal Services Comments

8.1 As advised in the previous report to Cabinet on the 16th of November, Section 55 of the Road Traffic Regulation Act 1984 requires the Council to keep an account of the income received, and expenditure incurred, in respect of designated parking places. This section limits authorities to spending surplus revenue on the provision and maintenance of on and off street parking, provision of public transport services, environmental improvements, maintenance of roads, highways and road improvements or environmental improvements.

Increase in pay and display charges

8.2 Legal Services notes the recommendation made by Overview and Scrutiny Committee, for an equalities impact assessment and economic assessment to be carried out in consultation with local traders in relation to the proposed increase in pay and display charges. On completion of these assessments it is recommended that a report should be prepared summarising the key outcomes of the assessment and consultation, and the matter reported back to Cabinet for a decision whether or not to proceed with the new charges for pay and display bays.

Increase in charges for other permits for a CPZ

8.2 By virtue of s46A of the Road Traffic Regulation Act 1984 there is no requirement under statute to consult on the proposals to increase the cost of parking permits, and the Council need only give 21 days notice that they intend to do so. Notwithstanding this, it is the Parking Service's intention that if Cabinet gives their in principle approval to the increases, that officer would proceed to place street notices on every road in the CPZ which will advise that the Council intends to vary the charges and calls for informal comments to be sent to the Council. Following consideration of any responses, it is recommended that Cabinet should agree to delegate authority to the Director of Urban Environment in consultation with the Lead Member, the decision whether to proceed to give the statutory notification on the increase in charges for permits. It is noted that an equalities impact assessment is underway on the increased charges for parking permits that will consider whether there is an impact on any of the equality strands. This will be finalised and considered as part of this decision.

Introduction of new permits

8.3 Under the Road Traffic Regulations Act 1984 new orders will need to be made to bring in any new permits, and the procedure for doing so is set out in the Local Authorities Traffic Orders (Procedure)(England and Wales) Regulations 1996. These regulations require consultation with the applicable statutory authorities, publication of a 'notice of proposals' in a local newspaper and the Council to take such other steps for ensuring that adequate publicity about the order is given to persons likely to be affected by its provision. The relevant documents must be deposited and made available for public inspection. Any person is able to object to the making of the order and the Council must consider any objections prior to proceeding to make an order.

8.4 If Cabinet gives in principle agreement to the introduction of these new permits it is recommended that authority be delegated to the Director of Urban Environment in consultation with the Lead Member, to decide whether to proceed to make orders to provide for these new permits following this statutory consultation.

9 Use of appendices /Tables and photographs

9.1 Appendix 1 - Parking Places Reserve Account (PPRA) 2009/10

14 Local Government (Access to Information) Act 1985

- The Parking Charges report to Cabinet on 16 November 2010
- The Cabinet Decision of 16 November 2010
- The Call-in of the decision of Cabinet on 16 November 2010
- The Parking Charges report – the Call-in of a decision taken by the Cabinet on 16 November 2010(cabinet minute CAB.75)
- The resolution of the Overview and Scrutiny Committee held on 8 December 2010 in relation to the Call-in of the decision of the Cabinet on 16 November 2010 – (CAB75 PARKING CHARGES REPORT)

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Appendix 1

Parking Places Reserve Account (PPRA)

Parking Control

2009-10
Actual
£'000

| | |
|---|------------------------------|
| Income | |
| PCNs | (7,310) |
| Pay and display/Meters | (1,805) |
| Permits | (2,217) |
| Other | (765) |
| | <hr/> |
| Total Income | (12,097) |
| Expenditure | |
| Enforcement Team | 2,071 |
| Rechages (support services and capital charges) | 2468 |
| *Management and Admin | 5092 |
| Deduct Off Street parking | (630) |
| Total Expenditure | <hr/> 9,001 |
| | <hr/> |
| Operating Surplus | <u><u>(3,096)</u></u> |

Service Expenditure Funded from Parking Control

| | |
|---------------------------------------|-----------------------------|
| Highways Adaptations and Improvements | 3,583 |
| Street Lighting Improvements | 3,132 |
| Planning - transport schemes | 315 |
| Concessionary Fares | 6,451 |
| Total Service Expenditure | <hr/> 13,481 <hr/> |
| | <hr/> |
| Balance funded from General Fund | <u><u>10,385</u></u> |

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