



## NOTICE OF MEETING

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# Cabinet (Special Meeting)

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MONDAY, 13TH DECEMBER, 2010 at 19:30 HRS (OR ON THE RISE OF THE REMUNERATION COMMITTEE, WHICHEVER IS THE LATER) - CIVIC CENTRE, HIGH ROAD, WOOD GREEN, N22 8LE.

MEMBERS: Councillors Kober (Chair), Reith (Vice Chair), Bevan, Canver, Dogus, Goldberg, Mallett and Vanier.

### AGENDA

**1. APOLOGIES FOR ABSENCE**

(if any)

**2. DECLARATIONS OF INTEREST**

A member with a personal interest in a matter who attends a meeting of the authority at which the matter is considered must disclose to that meeting the existence and nature of that interest at the commencement of that consideration, or when the interest becomes apparent.

A member with a personal interest in a matter also has a prejudicial interest in that matter if the interest is one which a member of the public with knowledge of the relevant facts would reasonably regard as so significant that it is likely to prejudice the member's judgment of the public interest **and** if this interest affects their financial position or the financial position of a person or body as described in paragraph 8 of the Code of Conduct **and/or** if it relates to the determining of any approval, consent, licence, permission or registration in relation to them or any person or body described in paragraph 8 of the Code of Conduct.

**3. DECISION OF THE OVERVIEW AND SCRUTINY COMMITTEE ON 8 DECEMBER 2010 REGARDING MINUTE CAB.75 - PARKING CHARGES REPORT**

Head of Local Democracy and Member Services to report that the Overview and Scrutiny Committee of 8 December 2010 on consideration of a Call In of the Cabinet's decision of 16 November 2010 vide Minute CAB.75 relating to the Parking Charges Report resolved as follows –

'That the decision of the Cabinet of 16 November 2010 – CAB.75 Parking Charges Report – be referred back to the Cabinet for reconsideration and that

- A transparent equalities and economic impact assessment be undertaken, in consultation with local traders, which should include comparisons with other London Boroughs and the effect of similar rises in pay and display charges on their local shops, and
- 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'.

Part Four Section H (Call In Procedure Rules) Paragraph 10 (b) of the Constitution requires that when the Overview and Scrutiny Committee decides to refer a decision back to a decision maker then the decision taker has 5 working days to reconsider the decision before taking a final decision.

The following documents are attached –

- a. Report of the Monitoring Officer;
- b. Report of the Director of Urban Environment;

Additional documents for information –

- c. Copy of the 'Call In';
- d. Published minutes of the Cabinet meeting of 16 November 2010;
- e. Parking Charges Report considered by the Cabinet on 16 November 2010.

#### **4. PARKING CHARGES REPORT - RESPONSE TO DECISION OF THE OVERVIEW AND SCRUTINY COMMITTEE**

(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. **To follow**

NOTE BY HEAD OF MEMBER SERVICES

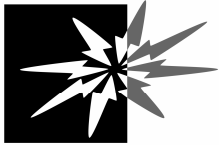
In accordance with Part Four Section B Paragraph 17 of the Constitution only the items set out in this notice may be considered at the special meeting, and no other business shall be considered.

Ken Pryor  
Deputy Head of Local Democracy  
and Member Services  
7<sup>th</sup> Floor  
River Park House  
225 High Road  
Wood Green  
London N22 8HQ

Richard Burbidge  
Cabinet Committees Manager  
Tel: 020-8489 2923  
Fax: 020-8489 2660  
Email: richard.burbidge@haringey.gov.uk

9 December 2010

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**Haringey** Council

## Special Overview and Scrutiny Committee on December 2010

<p>Report Title: <b>Monitoring Officer's Report on the Call-In of a Decision taken by The Cabinet on 16 November 2010 recorded at minute CAB 75</b></p>	
<p>Forward Plan reference number (if applicable): <b>N/A</b></p>	
<p>Report of: <b>The Monitoring Officer and Head of Legal Services</b></p>	
<p>Wards(s) affected: <b>All</b></p>	<p>Report for: <b>Consideration by Overview and Scrutiny Committee</b></p>
<p><b>1. Purpose</b></p> <p>1.1 To advise the Overview and Scrutiny Committee whether or not the decision, taken by The Cabinet on 16 November 2010 on a report entitled "Parking Charges Report" and minuted at CAB 75, falls inside the Council's policy or budget framework.</p>	
<p><b>2. Recommendations</b></p> <p>2.1 That Members note the advice of the Monitoring Officer that the decision taken by The Executive was inside the Council's policy and budget framework.</p>	
<p><b>Report Authorised by:</b></p> <p style="text-align: right;">John Suddaby, Monitoring Officer and Head of Legal Services</p>	
<p><b>Contact Officer:</b> Terence Mitchison, Senior Project Lawyer, Corporate  <a href="mailto:Terence.mitchison@haringey.gov.uk">Terence.mitchison@haringey.gov.uk</a> 8489-5936</p>	
<p><b>3. Local Government (Access to Information) Act 1985</b></p> <p>3.1 The following background papers were used in the preparation of this report:</p> <p style="margin-left: 20px;">The Council's Constitution          Local Transport Plan (now called the Local Implementation Plan) at Part 3, Section B of Constitution</p>	

#### **4. Background**

- 4.1 Under the Call-In Procedure Rules, set out in Part 4, Section H of the Council's Constitution, any 5 Members may request a Call-In even though they do not claim that the original decision was in any way outside the Council's budget/policy framework. Members requesting a Call-In must give reasons for it and outline an alternative course of action. But it is not necessary for a valid Call-In request to claim that The Cabinet acted outside its powers. It is sufficient to allege that the original decision was ill-advised for any reason.
- 4.2 The Call-In Procedure Rules require the Monitoring Officer to rule on the validity of the request at the outset. The Monitoring Officer has ruled that this Call-In request complies with all the 6 essential criteria for validity.
- 4.3 The Monitoring Officer must also submit a report to Overview and Scrutiny Committee (OSC) advising whether each Cabinet decision, subject to Call-In, was inside or outside the Council's policy framework (budget framework advice, when this is relevant, is provided by the Chief Financial Officer). This is still a requirement even when those Members requesting the Call-In do not allege that the Cabinet decision was outside the policy framework. While OSC Members should have regard to the Monitoring Officer's advice, it is a matter for Members' to decide whether the Cabinet decision was inside the policy framework or not.
- 4.4 This decision should be the subject of a separate specific vote and it should be expressly minuted
- 4.5 It is not every Council policy that forms part of the "Budget & Policy Framework". This framework is set out at Part 3 Section B of the Constitution. It contains the most important over-arching strategies, such as the Sustainable Community Strategy, and major service plans including the Local Transport Plan. There would have to be a clear contravention or inconsistency with such a Plan before a Cabinet decision could be ruled to be outside the policy framework.

#### **5. Details of the Call-In and the Monitoring Officer's Response**

- 5.1 The Call-In request form states, under the first heading, that the proposals in the original decision of The Cabinet "are considered to be inside the policy and budget framework".
- 5.2 The Monitoring Officer agrees with this for the reasons set out as follows.
  - 5.2 The only strategy of any relevance to this decision in the policy framework is the Council's Local Transport Plan and within that at Appendix 5 The Parking and Enforcement Plan. This plan recognises the importance of consulting on any planned changes to parking provision and charges. The Call –In alleges that the Council has failed to consult with local businesses and traders on the proposals. The Report however confirms that statutory consultation will take place on the changes and providing this takes place, there is no suggestion that the failure alleged in the call-in would amount to a contravention of the plan.

#### **6. Call-In Procedure Rules**

- 6.1 Once a Call-In request has been validated and notified to the Chair of OSC, the

Committee must meet within the next 10 working days to decide what action to take. In the meantime, all action to implement the original decision is suspended.

- 6.2 If OSC Members determine that the original decision was within the policy framework, the Committee has three options:
- (i) Not to take any further action, in which case the original decision is implemented immediately
  - (ii) To refer the original decision back to The Cabinet as the original decision taker. If this option is followed, The Cabinet must meet within the next 5 working days to reconsider its decision in the light of the views expressed by OSC.
  - (iii) To refer the original decision on to full Council. If this option is followed, full Council must meet within the next 10 working days to consider the decision. Full Council must either decide, itself, to take no further action and allow the decision to be implemented immediately or it must refer the decision back to The Cabinet for reconsideration.
- 6.3 If OSC Members determine that the original decision was outside the policy framework, the Committee must refer the matter back to The Cabinet with a request to reconsider it on the grounds that it is incompatible with the policy framework.
- 6.4 In that event, The Cabinet would have two options:
- (i) to amend the decision in line with OSC's determination, in which case the amended decision is implemented immediately
  - (ii) to re-affirm the original decision in which case the matter is referred to a meeting of full Council within the next 10 working days.

## **7. Recommendations**

- 7.1 That Members note the advice of the Monitoring Officer that the decision taken by The Cabinet was inside the Council's policy framework.

## **8. Use of Appendices / Tables / Photographs**

- 8.1 Not applicable.

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Haringey Council

Overview and Scrutiny Committee

8 December 2010

Report Title: Parking Charges Report - the Call-in of a decision taken by the Cabinet on 16 November 2010 ( Cabinet minute CAB. 75)

Report of: Niall Bolger , Director of Urban Environment

Signed :

FRANK QUIGG

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)  
To respond to matters raised in the Call-in of the report.

2. Introduction by Cabinet Member (if necessary)

Given the unique range of challenges faced by Local Government it is important to continually review service provision to ensure that service costs and charges are appropriate and will remain so.

The 2010 Parking Service charges' review was consequently undertaken to assess whether Haringey's range of charges are appropriate and whether they are in line with neighbouring and other London Boroughs.

Subsequently the review concluded that a range of adjustments were necessary

The changes proposed as a result of the 2010 review are aimed at ensuring that while Haringey's charges should be adjusted, they should still remain in line with the London average.

**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 ensures that the costs of delivering those service areas are fully covered. Some of the parking revenue contributes to Highways maintenance and improvements and to concessionary travel.

**4. Recommendations**

- a) That members note the response to the 6 six issues raised in the Call-in when considering the variation of action proposed.
- b) That members receive and endorse the original report and timescales for implementation of changes to charges.

**5. Reason for recommendation(s)**

- 5.1 Since 2002 (when permit charges in Haringey were reduced by 50%) permit charges in the Borough have remained below the London average and lower than most neighbouring Boroughs.
- 5.2 Resident permit holders occupy the largest single fixed allocation of parking space across the Borough and there is an important requirement to ensure that the financial contribution that resident permit holders make to the overall running of the parking service strikes an appropriate balance.
- 5.3 The review has concluded that the current range of concessions should remain ensuring that elderly and vulnerable residents still qualify for a 50% reduction in visitor permit charges, with an increased allocation of such permits.
- 5.4 A fundamental review of parking permit charges was undertaken in 2007 which resulted in the introduction of an emission based charging structure and an incrementally higher charge for second and subsequent permits per households. The

average permit charge still remained below the London average and most of our neighbouring boroughs.

5.5 In 2009 (following a review in late 2008) the Council introduced a charge band for pay & Display parking linked to occupancy levels. This was to deal with the inconsistencies that applied to pay & display charges across the Borough and allowed charges to increase or decrease within those bands if there was a change in occupancy levels. This did not involve an overall increase in charges, but involved a small increase in the 'stop & shop' parking areas where charges were disproportionately lower than those in other areas across the borough.

5.6 There have been no further changes to those charges since the 2007 and 2008 reviews.

5.7 The 2010 review of charges was undertaken to assess whether the Council parking charges were in need of revision given that no increase in charges have occurred since the 2007 and 2008 reviews.

5.8 The review concluded that charges should be increased to a level which stays in line with increases (on average) which have been and will be introduced by neighbouring Boroughs and other Boroughs across London.

5.9 All London Boroughs current use parking revenues as part of their planned expenditure on highways improvements and maintenance something which is likely to continue in the future. Haringey's practice of investing a proportion of parking revenues into the highways improvements and maintenance programme is consistent with this.

#### Cabinet Decision of 16 November 2010

5.10 At the Cabinet meeting on 16 November 2010, it was minuted **CAB.75 PARKING CHARGES REPORT** (Report of the Director of Urban Environment - Agenda Item 11) as follows;

We noted that that the report sought our approval for proposed increases in parking charges and to the introduction of new types of permits.

We noted also that there was a typographical error in the report that needed to be corrected. It was proposed that the charge that related to residential parking permits - charge band 151 CO2 g/km to 185 CO2 g/km would be increased to £100 (as opposed to £95) and the charge for engine band 1550cc to 3000cc would be increased to £100 (as opposed to £95).

Attention having been drawn to the Essential User permit which did not appear to be covered by the current proposals, we were advised that the charge for this type of permit was to be reviewed together with car park charges and would be the subject of a further report.

**RESOLVED:**

1. That subject to the foregoing correction approval be granted to the increase in charges as proposed in Appendix 1 and to the introduction of new permits as proposed in paragraph 6.8 of the interleaved report.
2. That officers be authorised to proceed to statutory consultation on the implementation of the proposed changes including the making of consolidation orders and the correction of errors where this was considered appropriate.
3. That officers be authorised to proceed with the implementation of those changes in the current financial year without further approval provided no major objections were received.
4. That parking charges be reviewed annually to ensure that they remained at the London average.

**6. Summary ( matters raised in the Call-in)**

6.1 Responses to the reasons for Call-in are detailed below. The numbering follows the six bullet points in the Call-in request document.

1) **The Council has failed to carry out a full impact assessment to ascertain the effects of the increases in parking charges on local independent shops and businesses.**

6.2 An appropriate level of impact assessments were carried out.

6.3 The assessment indicated that there has been no reduction in the use of pay & display parking facilities in our town centres during the current economic downturn. It also noted that the Council has continued to increase the level of pay & display parking provided to assist local economic recovery and growth and that those facilities are very well used, with demand increasing in many areas.

The assessment concluded that the demand for parking would similarly continue.

2) **The Council has failed to consult with local businesses and traders on the proposals**

6.4 The Council has regular and ongoing consultation (above statutory requirements) with local businesses and traders. Such consultations have led to the review of parking arrangements in a number of town centres, the most recent being Crouch End and Muswell Hill.

6.5 If proposals in the original report to Cabinet are agreed, the Council will immediately

proceed to place street notices on every road in the CPZ (approximately 650 roads) which will advise that the Council intends to vary the charges and informally call for comments. This will allow residents and businesses seeing the notice to submit comments to the Council and these will be duly considered. If the Council does decide on the basis of these comments that they wish to continue, the Council will immediately proceed to the statutory notification process which involves giving 21 days notice of the variation to charges by publishing details in the local papers.

6.6 The Council could have chosen to carry out more consultation than is required by statute. However as it is estimated that more than 80,000 residents now live in a part of the borough covered by a CPZ , so the Parking Service has weighed up the public interest in consulting against committing a large amount of expenditure on an onerous consultation exercise. Officers concluded that in this case notices calling for informal comments offer the optimum and more appropriate balance.

6.7 Where charges relate to a new type of permit (car club, carers and new residents permits) charges must be imposed by order, which involves a different process.

Prior to an order being made the Council is required to publish a notice of proposals in a local newspaper and to take such other steps as it considers appropriate to ensure that adequate publicity about the order is given to persons likely to be affected. This may include publication in the London Gazette, display of notices in roads or other places affected by the order or delivery of notices or letters to premises likely to be affected by the order. This process provides for statutory objections to be made by a person who objects to the order and unless they are later withdrawn these objections must be considered by the Council before they make the order.

3) **The proposals are contrary to the Council's priority to achieve a "thriving Haringey 'by tackling "decline, attract growth and create a more vibrant local economy".**

6.8 The Parking Service is confident that proposals to adjust charges are not contrary to the Council's priority to achieve a "thriving Haringey 'by tackling "decline, attract growth and create a more vibrant local economy".

6.9 Care has been taken throughout the 2010 review to strike a balance between staying in line with what other boroughs will be charging and what the Council feels the local economy can bear. This is why it is recommended that Haringey positions itself at the London average as opposed to the London high.

4) **Proposals to increase charges of pay & display parking will reduce the number of shoppers using parking in Haringey's Town Centres, cause local businesses and shops to lose business and take money out of the local economy.**

6.10 As indicated in point 6.2, following the review the Parking Service is confident that that the ongoing demand for parking will continue.

5) Proposals to increase the banding of pay & display parking bays charges in Muswell Hill, Crouch End and Green lanes from medium to high use will result in a 114% increase in the charge and make shopping in those areas less attractive.

6.11 Council policy is to charge according to usage and it is appropriate to increase charges in those geographical areas to the high band. The Service is confident that this will not impact on usage, however should a significant change occur it will be managed through that banding system and charges adjusted again if necessary.

6) The Council has given little detail on what the revenue raised by the increase in parking charges will be spend on.

6.12 The Council is transparent about usage of parking revenues and publishes details annually in the Parking and Enforcement report. The 2010 review has not proposed any changes to how parking revenues be used. This means that a proportion of parking revenue generated will continue to be used to pay for highways maintenance / improvements and / or concessionary travel.

## 7. Financial Comments

7.1 The proposals within this report are based on traffic management considerations. However, within the Pay and Display category (medium & high demand) the changes would generate an additional £0.9m revenue in a full year. Therefore any changes to the original proposal will have a knock on impact to the projected revenue income stream.

## 8. Head of Legal Services Comments

8.1 The Head of Legal Services notes the contents of this report and that the legal requirements, including whether or not consultation is required to bring in new parking charges and permits have been addressed in paragraph 6.3 in this report.

## 9. Use of appendices /Tables and photographs

## 10 Local Government (Access to Information) Act 1985

The parking charges report to Cabinet on 16 November 2010

**'CALL IN' OF DECISIONS OF THE CABINET**

This form is to be used for the 'calling in' of decisions of the above bodies, in accordance with the procedure set out in Part 4 Section H.2 of the Constitution.

<b>TITLE OF MEETING</b>	Cabinet Meeting
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<b>DATE OF MEETING</b>	16 <sup>th</sup> November 2010
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<b>MINUTE No. AND TITLE OF ITEM</b>	CAB 75 Parking Charges Report
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**1. Reason for Call-In/Is it claimed to be outside the policy or budget framework?**

The proposals are considered to be inside the policy and budget framework but:

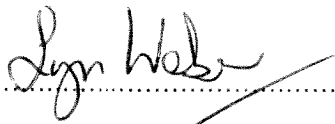
- The Council has failed to carry out a full impact assessment to ascertain the affects of the increases in parking charges on local independent shops and businesses.
- The Council has failed to consult with local businesses and traders on the proposals.
- The proposals are contrary to the Council's priority to achieve a "thriving Haringey" by tackling "decline, attract growth and create a more vibrant local economy."
- Proposals to increase charges for pay and display parking will reduce the number of shoppers using parking in Haringey's town centres, cause local businesses and shops to lose business and take money out of the local economy.
- Proposals to increase the banding of pay and display parking bays charges in Muswell Hill, Crouch End and Green Lanes from medium to high use will result in a 114% increase in the charge and make shopping in these areas less attractive.
- The Council has given little detail on what the revenue raised by the increase in parking charges will be spent on.

## 2. Variation of Action Proposed



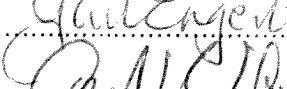
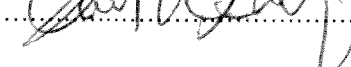
- Full impact assessment carried out on the affects on increases to business, trader and pay and display parking fees.
- If the changes are implemented for a review of the changes to take place after three months to assess the impact on local businesses, shops and town centres.
- Increases in pay and display (stop and shop), visitor permits and permits for second cars should be reconsidered .



**Signed:**

Councillor:  (Please print name): LYN WEBER

**Countersigned:**

1. Councillor:  (Please print name): RACHEL ALLISON
2. Councillor:  (Please print name): ROBERT GORRICE
3. Councillor:  (Please print name): GAIL ENGERT
4. Councillor:  (Please print name): DAVID SCHUITE

**Date Submitted:**

**Date Received :**

(to be completed by the Non Cabinet Committees Manager)

**Notes:**

1. Please send this form to:  
Clifford Hart (on behalf of the Proper Officer)  
Non Cabinet Committees Manager  
7<sup>th</sup> Floor  
River Park House  
225 High Road, Wood Green, London N22 8HQ  
  
Fax: 020 8489 2660
2. This form must be received by the Non Cabinet Committees Manager by 10.00 a.m. on the fifth working day following publication of the minutes.
3. The proper officer will forward all timely and proper call-in requests to the Chair of the Overview and Scrutiny Committee and notify the decision taker and the relevant Director.
4. A decision will be implemented after the expiry of ten working days following the Chair of Overview and Scrutiny Committee's receipt of a call-in request, unless a meeting of the Overview and Scrutiny Committee takes place during the 10 day period.
5. If a call-in request claims that a decision is contrary to the policy or budget framework, the Proper Officer will forward the call-in requests to the Monitoring Officer and /or Chief Financial Officer for a report to be prepared for the Overview and Scrutiny Committee advising whether the decision does fall outside the policy or budget framework.

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**MINUTES OF THE CABINET  
TUESDAY, 16 NOVEMBER 2010**

Councillors \*Kober (Chair), \*Reith (Vice Chair), \*Bevan, \*Canver, \*Dogus, \*Goldberg, \*Mallett and \*Vanier.

\*Present

Also Present: Councillors Browne, Bull, Engert, Gorrie, Newton and Weber.

MINUTE NO.	SUBJECT/DECISION	ACTION BY
<b>CAB69.</b>	<p><b>MINUTES</b> (Agenda Item 4)</p> <p><b>RESOLVED:</b></p> <p>That the minutes of the meeting of the Cabinet held on 12 October 2010 be confirmed and signed.</p>	HLDMS
<b>CAB70.</b>	<p><b>DEPUTATIONS/PETITIONS/QUESTIONS</b> (Agenda Item 5)</p> <p><u>Sustainable Haringey</u></p> <p>We received a deputation from the Sustainable Haringey group. The spokesperson, Anne Gray addressed our meeting and on behalf of the group asked for a reconsideration of the proposal contained in the report at agenda item 18 – Bereavement Services Future Provision for the Council to cease its bereavement services operation and dispose of its three operational sites. Sustainable Haringey proposed that rather than spending any more money on disposal costs at this point -</p> <ul style="list-style-type: none"> <li>• A project team of staff from Environmental Resources and Bereavement Services should work together to investigate and assess the most energy efficient / sustainable options including those included in their submission and to retain the service in house to ensure a continued income to the Council from this valued and award winning service.</li> <li>• Before any decision or further consideration was given to disposal of the Crematorium or Cemeteries full public consultation should take place to assess residents' views on this.</li> </ul> <p>The Cabinet Member for Adult, Culture and Community Services responded and indicated that the Bereavement Service was a discretionary commercial service with a budgeted net income to the authority, and operating in an increasingly competitive market. The recent trend in both burials and cremations was down although efficiency saving led price increases in the last 3 years had partly masked the downturn in business volumes. In addition to the question of the crematorium's 'fitness for purpose' and ability to meet today's customer expectations, there was also the imminent challenge and requirement to meet new environmental standards. Work had been commissioned and undertaken to better understand the challenge and explore possible</p>	

**MINUTES OF THE CABINET  
TUESDAY, 16 NOVEMBER 2010**

	<p>solutions and this work had identified both the investment need and potential of between £6.6 and £13.4 million with a minimum requirement to meet the latest environmental standards, future burial supply and a net income target.</p> <p>The deputation then answered questions put to them by Members. Our Chair thanked the deputation for their attendance and their submission and invited them to remain for consideration of the report. (See Minute CAB. 82 below).</p>	
<p><b>CAB71.</b></p>	<p><b>THE COUNCIL'S PERFORMANCE: SEPTEMBER (PERIOD 6)</b> (Joint Report of the Chief Executive and the Director of Corporate Resources - Agenda Item 7)</p> <p>We noted that the report set out on an exception basis financial and performance information for the year to September 2010 and sought our agreement to budget virements in accordance with financial regulations.</p> <p>Arising from consideration of paragraph 15.12, reference was made to the e-benefits strategy and we agreed that in future performance reports details of the number of new benefit claims and change events be split to show how many were dealt with as part of this strategy.</p> <p>Clarification having been sought of the identification of the additional properties considered surplus to requirement and now recommended for disposal in the current financial year and also of the actions to bring forward some disposals planned for 2011/12 to 2010/11 (paragraph 16.26) we asked that officers supply Councillor Engert with this information in a written response.</p> <p>Reference was also made to the additional deficit funding that the Alexandra Trust Board was to seek from the Council (paragraph 16.15) and clarification was sought of the number of such requests over the past decade and the cumulative total of the additional funding agreed. We asked that this information be supplied to Councillor Gorrie in a written response.</p> <p><b>RESOLVED:</b></p> <ol style="list-style-type: none"> <li>1. That the report and the progress being made against the Council's priorities be noted.</li> <li>2. That approval be granted to the budget changes (virements) as set out in Appendix 2 to the interleaved report.</li> <li>3. That Directors be required to take any necessary action to bring current year spending to within their approved budget.</li> <li>4. That approval be granted to the allocation of the Performance Reward Grant (from the 2007-2009 Local Area Agreement) between Haringey Strategic Partnership partners as set out in section 16 of the interleaved report and to the application of £0.7 million of capital funding in support of 2010/11 road repairs.</li> </ol>	<p>ACE- POD</p> <p>DCR</p> <p>DCR</p> <p>DCR</p> <p>DCR</p> <p>DCR</p> <p>CEMB</p> <p>DCR</p>

**MINUTES OF THE CABINET  
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<p><b>CAB72.</b></p>	<p><b>UPDATE ON STRATEGIC COMMISSIONING POLICY</b> (Report of the Director of Urban Environment - Agenda Item 8)</p> <p>We noted that the report outlined the progress of the early implementation of the Strategic Commissioning Programme which we agreed at our meeting on 23 March 2010 (vide Minute CAB.147 – 2009/10) identifying lessons learnt from the pilot projects.</p> <p>The report also identified a model for commissioning in Haringey establishing standards and setting objectives for commissioning activity together with a timetable for the decisions required on the pilot projects and the wider roll out of the approach to support the delivery of the Haringey Efficiency and Savings Programme.</p> <p><b>RESOLVED:</b></p> <p style="padding-left: 40px;">That approval be granted to the strategic commissioning model as the Council’s future commissioning framework and to the adoption of this approach and change methodology in respect of other Council services.</p>	<p>DUE</p>
<p><b>CAB73.</b></p>	<p><b>DELIVERING AN EARLY YEARS SINGLE FUNDING FORMULA FOR HARINGEY</b> (Report of the Director of the Children and Young People’s Service - Agenda Item 9)</p> <p>We noted that the report set out draft proposals for an Early Years Single Funding Formula (EYSFF) to be implemented in April 2011 on which there would be further consultation including with the Schools Forum during the Autumn term 2010.</p> <p>We noted also that the proposed formula comprised a number of base rates which reflected the main costs of providing the free entitlement within the different types of settings. The base rate, which would account for around 80% of the resources distributed, was augmented by a number of supplements which reflected fundamental differences in the cost of providing the free entitlement or to prioritise expenditure in line with the Council’s Early Years Policy so that quality, flexibility in provision and deprivation were particularly recognised.</p> <p>The EYSFF would replace a number of disparate funding arrangements such as payments to PVI providers based broadly upon the previous Nursery Education Grant which paid providers at a single hourly rate and also the arrangements for Nursery Schools and Nursery Classes which were previously part of the Haringey Formula for Financing Schools.</p> <p><b>RESOLVED:</b></p> <p style="padding-left: 40px;">1. That approval be granted to the process for introducing the Early Years Single Funding Formula in Haringey in April 2011 and the broad components of the formula;</p>	<p>DCYPS</p>

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	<p>2. That a concluding report, including the recommendations of the Schools Forum, be submitted in January 2011 setting out any changes that have been made following the consultation process on the detail of the Early Years Single Funding Formula.</p>	DCYPS
<p><b>CAB74.</b></p>	<p><b>NEW FOOTBALL STADIUM AND ASSOCIATED DEVELOPMENT AT TOTTENHAM</b> (Report of the Director of Urban Environment - Agenda Item 10)</p> <p>We noted that the report sought our approval in principle for the use of the Council's compulsory purchase powers and Section 237 appropriation powers if required to facilitate Tottenham Hotspur Football Club (THFC) progressing the land assembly of Northumberland Park Development Site which, in turn, will enable THFC to build its new football stadium in Tottenham along with supporting regeneration.</p> <p>Clarification was sought of whether consideration had been given to what constituted 'THFC unequivocally states that it is staying in Tottenham' (paragraph 4.6 a)) and our Chair indicated that it had and that details would be provided to Councillor Gorrie outside the meeting.</p> <p><b>RESOLVED:</b></p> <ol style="list-style-type: none"> <li>1. That approval be granted in principle to the use of Compulsory Purchase powers and in principle to acquire or appropriate the Site shown edged red on the draft plan in Appendix 2 to the interleaved report for planning purposes pursuant to Sections 226 and/or 237 of the Town and Country Planning Act 1990 (as amended), to enable Tottenham Hotspur Football Club (THFC) to build its new football stadium in Tottenham along with associated development supporting regeneration.</li> <li>2. That the Head of Legal Services and the Head of Corporate Property Services be authorised to issue requisitions for information pursuant to Section 16 of the Local Government Act (Miscellaneous Provisions) Act 1976 to all potential owners of legal interests affected by the Scheme.</li> <li>3. That authority to complete and settle the land referencing exercise with THFC to identify all owners, tenants, occupiers and others with a legal interest affected by the Scheme and which might be included in any future Compulsory Purchase Order or become eligible for compensation under Section 237 be delegated to the Head of Legal Services and Head of Corporate Property Services.</li> <li>4. That the Head of Corporate Property Services be appointed as the authorised officer pursuant to Section 15 of the Local Government (Miscellaneous Provisions) Act 1976.</li> <li>5. That the above Resolutions be conditional upon:</li> </ol>	<p>DUE</p> <p>DUE</p> <p>HLS/ HCP</p> <p>HLS/ HCP</p> <p>HCP</p> <p>DUE</p>

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	<ul style="list-style-type: none"> <li>• THFC using all their reasonable endeavours to assemble the development Site by agreement/private treaty by 31 March 2011; and</li> <li>• In the event that THFC are unable to assemble the Site by agreement/private treaty, by 31 March 2011 a further report be presented seeking authority to make a full and unconditional CPO for the Site and to acquire or appropriate the site for planning purposes so as to trigger the provisions of Section 237.</li> </ul> <p>6. That a request to authorise a full unconditional CPO or use its appropriation powers under Section 237 for the Site be not considered unless the following pre-conditions are met by THFC:</p> <ol style="list-style-type: none"> <li>a) THFC unequivocally states that it is staying in Tottenham and not pursuing any interest in moving to a stadium or site elsewhere;</li> <li>b) The Council being satisfied that there is a legally binding delivery mechanism (a Section 106 Agreement) with THFC which ensures that there is a comprehensive redevelopment of the whole Site and that the new football stadium will be built on the Site and completed within a reasonable time period of any other development on the site such as the supermarket being occupied or opened for business.</li> <li>c) The Council being satisfied that THFC has a viable business plan and funding strategy, together with a full and sufficient indemnity agreement and appropriate financial bond covering the costs of making and confirming any such CPO/Section 237 appropriation.</li> <li>d) That an Equalities Impact Assessment (EqIA) is undertaken of the potential impact of the proposed Compulsory Purchase Order.</li> <li>e) That the Council is satisfied that it is not providing an illegal indirect subsidy or State Aid to THFC in the use of the CPO powers or Section 237 land appropriation powers.</li> </ol>	DUE
<p><b>CAB75.</b></p>	<p><b>PARKING CHARGES REPORT</b> (Report of the Director of Urban Environment - Agenda Item 11)</p> <p>We noted that the report sought our approval for proposed increases in parking charges and to the introduction of new types of permits.</p> <p>We noted also that there was a typographical error in the report that needed to be corrected. It was proposed that the charge that related to residential parking permits - charge band 151 CO2 g/km to 185 CO2 g/km would be increased to £100 (as opposed to £95) and the charge for engine band 1550cc to 3000cc would be increased to £100 (as</p>	

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	<p>opposed to £95).</p> <p>Attention having been drawn to the Essential User permit which did not appear to be covered by the current proposals, we were advised that the charge for this type of permit was to be reviewed together with car park charges and would be the subject of a further report.</p> <p><b>RESOLVED:</b></p> <ol style="list-style-type: none"> <li>1. That subject to the foregoing correction approval be granted to the increase in charges as proposed in Appendix 1 and to the introduction of new permits as proposed in paragraph 6.8 of the interleaved report.</li> <li>2. That officers be authorised to proceed to statutory consultation on the implementation of the proposed changes including the making of consolidation orders and the correction of errors where this was considered appropriate.</li> <li>3. That officers be authorised to proceed with the implementation of those changes in the current financial year without further approval provided no major objections were received.</li> <li>4. That parking charges be reviewed annually to ensure that they remained at the London average.</li> </ol>	<p>DUE</p> <p>DUE</p> <p>DUE</p> <p>DUE</p>
<p><b>CAB76.</b></p>	<p><b>NEW HOUSING ALLOCATIONS POLICY</b> (Report of the Director of Urban Environment - Agenda Item 12)</p> <p>We noted that the report set out the results of a comprehensive consultation exercise carried out in relation to the review of our housing allocations policy and sought our endorsement of the proposed new housing allocations policy that prioritised applications on the basis of housing needs bands rather than housing points as we had previously agreed on 15 June 2010 (vide CAB 11 – 2010/11).</p> <p>The report also set out the implementation process which included the introduction of an online re-registration between January and March 2011 for lower priority applicants with safeguards built in to support vulnerable applicants.</p> <p><b>RESOLVED:</b></p> <ol style="list-style-type: none"> <li>1. That the decision taken on 15 June 2010 (vide Minute CAB. 11 – 2010/11) to introduce a new housing allocations policy based on housing needs bands rather than housing points be affirmed.</li> <li>2. That the results of the 3 month extensive consultation exercise carried out with a wide range of stakeholders between June and October 2010 which overwhelmingly supported the proposed changes to the way in which applications for housing were administered and prioritised, as set out in the Draft Housing Allocations Policy and including the use of housing needs bands</li> </ol>	<p>DUE</p>



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	<p>instead of housing points as the basis for determining applicants' relative priority be noted.</p> <p>3. That the results of the Equality Impact Assessment carried out be noted.</p> <p>4. That approval be granted to the planned implementation process as set out in the interleaved report including the plans for the re-registration of applicants in Bands C, D and E between January and March 2011.</p> <p>5. That approval be granted to the new Housing Allocations Policy 2011 as set out in Appendix 2 to the interleaved report and authority to make further minor changes and to confirm the exact date of implementation be delegated to the Director of Urban Environment in consultation with the Cabinet Member for Housing.</p>	<p>DUE</p> <p>DUE</p>
<b>CAB77.</b>	<p><b>USE OF INTRODUCTORY TENANCIES IN THE BOROUGH</b> (Report of the Director of Urban Environment - Agenda Item 13)</p> <p>We noted that the report provided us with the feedback obtained on the consultation that had taken place with key stakeholders in relation to the use of introductory tenancies and sought approval for the use of such tenancies as a means of preventing, managing and controlling anti-social and disruptive behaviour.</p> <p><b>RESOLVED:</b></p> <p>1. That the feedback received from tenants, leaseholders and other stakeholders during the consultation be noted.</p> <p>2. That approval be granted to the use of introductory tenancies with effect from 1 April 2011.</p> <p>3. That approval be granted to the rights that the Council will give to introductory tenants as set out in Appendix A to the interleaved report.</p>	<p>DUE</p> <p>DUE</p>
<b>CAB78.</b>	<p><b>KEY ISSUES FACING HARINGEY'S DECENT HOMES PROGRAMME</b> (Report of the Director of Urban Environment - Agenda Item 14)</p> <p>With the consent of the Chair this item was withdrawn.</p>	
<b>CAB79.</b>	<p><b>HOMES FOR HARINGEY PERFORMANCE REPORT</b> (Report of the Director of Urban Environment - Agenda Item 15)</p> <p><b>RESOLVED:</b></p> <p>That the performance data covering the period from April to the end of September 2010 and the action being taken to improve performance where targets were not being met be noted.</p>	

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<p><b>CAB80.</b></p>	<p><b>HORNSEY TOWN HALL COMMUNITY PARTNERSHIP BOARD</b> (Report of the Assistant Chief Executive (People and Organisational Development - Agenda Item 16))</p> <p><b>RESOLVED:</b></p> <p>That Councillor Strang be appointed to serve on the Hornsey Town Hall Community Partnership Board in place of Councillor Gorrie for the remainder of the 2010/11 municipal year.</p>	<p>HLDMS</p>
<p><b>CAB81.</b></p>	<p><b>MINUTES OF OTHER BODIES</b> (Agenda Item 17)</p> <p><b>RESOLVED:</b></p> <p>That the minutes of the following meetings be noted and any necessary action approved –</p> <ul style="list-style-type: none"> <li>a. Voluntary Sector Committee – 20 September 2010;</li> <li>b. Children’s Safeguarding Policy and Practice Advisory Committee – 4 October 2010;</li> <li>c. Procurement Committee – 21 October 2010;</li> <li>d. HSP Standing Leadership Conference – 21 October 2010.</li> </ul>	
<p><b>CAB82.</b></p>	<p><b>BEREAVEMENT SERVICES - FUTURE PROVISION</b> (Report of the Director of Adult, Culture and Community Services - Agenda Item 18)</p> <p>The Appendix to the interleaved report was the subject of a motion to exclude the press and public from the meeting as it contained exempt information relating to the business or financial affairs of any particular person.</p> <p>We noted that the report provided an assessment of the current performance and investment needs of the Services, identified options to secure future viable and sustainable service delivery and recommended that the Council cease its Bereavement Services operation and dispose of its three operational sites. Having considered the report and the representations made to us earlier by the Sustainable Haringey group, we</p> <p><b>RESOLVED:</b></p> <ol style="list-style-type: none"> <li>1. That, subject to 2 below, the Enfield Crematorium, Tottenham Cemetery and Wood Green Cemetery be marketed for disposal as a going concern such disposal to be on the basis of leasehold arrangements with a specialist operator with the heads of terms of the leases agreed by the Head of Corporate Property Services.</li> <li>2. That officers progress and secure a detailed Planning Permission for the new burial provisions at Enfield Crematorium Cemetery should the marketing exercise demonstrate that this would increase the site value of Enfield Crematorium.</li> </ol>	<p>DACCS</p> <p>DACCS</p>

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	<p>3. That the result of the marketing exercise including responses, evaluation, disposal arrangements and recommendations be reported back to the Cabinet for approval.</p> <p>4. That subject to 1 and 3 above the Council cease to directly provide crematorium and cemetery services;</p> <p>5. That approval be given to the disposal on the open market of 1 and 2 Grenville Cottages located at the north-east end of the Enfield Crematorium site, and the associated receipt be ring-fenced to support the one off business disposal costs.</p>	<p>DACCS</p> <p>DACCS</p> <p>DACCS</p>
<p><b>CAB83.</b></p>	<p><b>DELEGATED DECISIONS AND SIGNIFICANT ACTIONS</b> (Report of the Assistant Chief Executive (People and Organisational Development - Agenda Item 19)</p> <p>The Appendix to the interleaved report was the subject of a motion to exclude the press and public from the meeting as it contained exempt information relating to the business or financial affairs of any particular person.</p> <p><b>RESOLVED:</b></p> <p>That the report be noted and any necessary action approved.</p>	

The meeting ended at 21.05 hours.

CLAIRE KOBER  
Chair

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[No.]

Cabinet

On 16 November 2010

Report Title. Parking Charges Report

Report of : Niall Bolger, Director of Urban Environment

Signed : *N Bolger*, 8<sup>th</sup> November 2010.

Contact Officer : Ann Cunningham Head of Parking Services

Wards(s) affected: All

Report for: Cabinet

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

To seek Cabinet approval for proposed increases in parking charges and to agree that new types of permits be introduced

**2. Introduction by Cabinet Member (if necessary)**

Given the unique range of challenges faced by Local Government it is important to continually review service provision to ensure that service costs and charges are appropriate and will remain so.

The 2010 Parking Services charges' review (the first since important changes were introduced in 2007 and 2008) has been undertaken to assess whether Haringey's range of charges are appropriate and whether they are in line with neighbouring and other London Boroughs.

The proposed changes included in this report aim to ensure that Haringey's charges remain in line with the London average. Also a range of new permits are being proposed to address some service issues – it is the aim that these new initiatives will improve the service experience for residents.

### 3. Recommendations

It is recommended that the Cabinet:

- a) agree the increase in charges as proposed in Appendix 1
- b) agree the introduction of new permits as proposed in paragraph 6.8
- c) authorise officers to proceed to statutory consultation on implementing the proposed changes (including making consolidation orders and correcting errors in existing orders where this is considered appropriate).
- d) authorise Officers to proceed with implementation of those changes this financial year without further Cabinet approval (if no major objections are received).
- e) agree that parking charges be reviewed annually to ensure that they remain at the London average

### 4. Reason for recommendation(s)

4.1 A fundamental review of parking permit charges was undertaken in 2007 which resulted in the introduction of an emission based charging structure and an incrementally higher charge for second and subsequent permits per households.

4.2 In 2008 the Council introduced a charge band for Pay & Display parking linked to occupancy levels and based on a low, medium and high band. This was to ensure consistency of charging across the Borough and allowed charges to increase or decrease within those bands if there was a change in occupancy levels.

4.3 There have been no further changes to those charges since the 2007 and 2008 reviews.

4.4 It is good practice that charges be reviewed regularly to test whether they are appropriately in line with rising expenditure and to compare Haringey's charges with those of neighbouring and London wide Boroughs.

4.5 The 2010 review of charges has been undertaken to assess whether the Council parking permit charges are in need of revision given that no increase in charges have occurred since the 2007 and 2008 reviews.

4.6 The review has concluded that charges should be increased to a level which stays in line with increases (on average) which have been and will be introduced by neighbouring Boroughs and other Boroughs across London.

### 5. Other options considered

5.1 The 2010 review has considered a range of options in terms of charging and the proposed increases outlined in this report are deemed as the most appropriate given a range of checks and balances and given a range of general considerations.

## **6. Summary**

### **6.1 Resident Permit Holders**

Since 2002 (when permit charges in Haringey were reduced by 50%) permit charges in the Borough have remained below the London average and have remained lower than most neighbouring Boroughs.

Resident permit holders occupy the largest single fixed allocation of parking space across the Borough and there is an important requirement to ensure that the financial contribution that resident permit holders make to the overall running of the parking service strikes an appropriate balance.

Since 2002 they received a financial subsidy from PCN income and the 2010 review has concluded that this is a balance which cannot be maintained because PCN issues are declining and the consequent financial pressure that this decline creates in Haringey's parking account needs to be addressed.

The proposed price increases are in response to this issue.

### **6.2 Concessions**

The review has concluded that the current range of concessions should remain – ensuring that elderly and vulnerable residents still qualify for a 50% reduction in visitor permit charges, with an increased allocation of such permits.

### **6.3 Doctors' Permits**

Doctors' permits are administered by Legal Services and not by Haringey's Parking Services. They have not been reviewed in the past 10 years and the 2010 review has carefully considered a range of balancing factors which have emerged during the past decade.

The existing charge applies per bay as opposed to per permit and this has been assessed in terms of whether it is now most appropriate.

The review has concluded that it is more appropriate to change this arrangement and in this report it is proposed that instead the Council should charge per permit and bring Doctors' permit charges in lines with business permit charges.

### **6.4 Pay & Display Parking Facilities**

The number of these has increased steadily in recent years and the charge banding introduced in 2008 ensured that charges are linked to occupancy levels.

These charges have been reviewed carefully to assess the impact of increased costs.

The increases proposed in this report attempt to strike a reasonable balance by ensuring that the new charges (if agreed) will still compare favourably with neighbouring boroughs.

### **6.5 Crouch End, Muswell Hill and Green Lanes**

Occupancy levels are high in these areas but currently charges are set at the medium usage band (currently £1.40).

To ensure turnover of kerb space and to achieve consistency in charging, this report proposes that tariffs be increased in these areas to the high usage band.

### **6.6 Suspension Charges**

This report proposes that suspension charges be increased to ensure that the costs of suspensions are met.

It is also proposed that any resident who seeks to place a skip in a parking bay pays for the suspension of that bay for the duration of the works because such a suspension deprives other residents the use of that parking space.

### **6.7 Skips and Building Materials**

These licence charges have been reviewed and this report proposes increases.

(Note:

All charges and the range of proposed increases are set out in Appendix 1 to this report)

### **6.8 New permits**

The review has concluded that there is a need to introduce a number of new permits;

#### **(i) Car Clubs**

These have now been introduced in the Borough and the review has concluded that there is a need for the Council to introduce a permit that will meet their needs.

It is proposed that this is a generic permit to be used in car club or residential permit bays.

It has been concluded that it is not practical to link such charges to CO2 emissions.

It is also proposed that an annual charge of £120 is introduced to be paid by the car club provider.

#### **(ii) Carers**

The review has concluded that this initiative should be introduced to cater for the needs of those caring for residents (including children) in their own homes.

It is proposed that residential permits be issued to residents if satisfactory evidence is submitted to support an application for such a permit.

#### **(iii) New Residents One Month Permit**

When a new resident applies for a residential parking permit they are often unable to provide satisfactory evidence that links them to the property and the vehicle. This causes delays and frustration.

To improve customer service and administration it is proposed to introduce a one month non refundable permit at a charge of £20.

## **7. Chief Financial Officer Comments**

7.1 The proposed charges outlined in this report should bring Haringey more in line with the London average for permit charges.

The exact level of additional income generated will depend on usage levels but it is expected that the revised charges will address the base issues within the Parking account and contribute towards the savings the Council will be required to deliver in future years.



## **8. Head of Legal Services Comments**

8.1 Amendments to the parking charges will need to be by orders made under the Road Traffic Regulation Act 1984. The procedure to be followed in making these orders is set out in the Local Authorities Traffic Orders (Procedure)(England and Wales) Regulations 1996.

It is noted that 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, and 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.

## **9. Equalities &Community Cohesion Comments**

9.1 The demographic profile of Haringey highlights a number of equality considerations that the Parking Services needs to take into account. An example of this is that there are significant levels of deprivation and disadvantage in particular wards, notably those in the east of the borough, coupled with low income and worklessness. This has implications for the revised parking permit charges in terms of ensuring that certain individual and groups are not adversely affected. The proposed increase in charges based on occupancy levels will disproportionately affect larger household. Demographic information indicates that many black and ethnic minorities have larger household sizes in comparison to non black and ethnic minority households. Black and ethnic minorities are therefore more likely to be affected by the increased charges if they have more than one vehicle per household. It is recommended that clear criteria be developed for carers permit applications. This will ensure that all applications are assessed in a fair and consistent way and enable applicants to identify the reasons for an unsuccessful application. It is recommended that an equalities impact assessment be carried out with regard to the impact of the revised parking and permit charges.

## **10. Consultation**

Statutory consultation will be undertaken as part of drafting the legal orders to reflect the revised charges.

## **11. Service Financial Comments**

There are significant underlying budget pressures in the parking account in 2010/2011. A number of measures are being implemented this year to address those pressures. The additional income generated from this review will be used to address the existing base budget issues and will also contribute towards the savings the Council will be required to deliver in future years.

**12. Use of appendices /Tables and photographs**

Appendix 1 \_ Parking charges proposals

Appendix 2- Average parking permit charges across London

**13. Local Government (Access to Information) Act 1985**

Parking charges applied in other Boroughs

## Appendix 1 – Proposed increase to Parking Charges

## 1. Residential Permit

Proposed increases are set out in the table below.

CO <sub>2</sub> Emission band	Current charge (First permit)	Proposed charge	Current Second and subsequent permit per household	Proposed charge
Up to 100 CO <sub>2</sub> g/km including electric vehicles	£15	£20	£15	£20
101 – 150 CO <sub>2</sub> g/km	£30	£50	£60	£80
151 – 185 CO <sub>2</sub> g/km	£60	£95	£100	£130
186 CO <sub>2</sub> g/km and over	£90	£150	£150	£200

(Please note above that second and subsequent permit charges are proportionally higher than 1<sup>st</sup> permits and the level of increase proposed reflects this)

Engine size	First permit (annual)	Proposed Increase (	Second and subsequent permit per household	Proposed Increase
1549cc or less	£30	£50	£60	£80
1550cc to 3000cc	£60	£95	£100	£130
3001cc and above	£90	£150	£150	£200

## 2. Visitors Permits

Visitors permits	Current charge	Proposed increase
One hour scratch card	20p	30p
Two hour scratch card	40p	60p
Daily scratch card	£2.00	£3.00
Weekend permit	£5.00	£7.50
Two week permit	£8.00	£12.00

(Please note that concerning the above a 50% reduction will still apply to visitors' permits issued to elderly and disabled residents)

**3. Traders Permits**

	Current charge	Proposed Increase
Traders permits - Daily	£5	£7
Traders permits - Monthly	£100	£125

**4. Business permits**

	Current charge	Proposed increase
Business permits – (annual)	£200	£240

**5. Doctors Permits**

	Current charge per bay	Proposed charge per permit
Doctors permits – (annual)	£45	£240

**6. Car Parks**

Car Parks are not included in this report and are being looked at separately.

**7. Pay & Display charges**

It is proposed to increase pay & display charges in all bands

Banding	Current charge per hour	Proposed charge Per hour
Low	£1.00	£1.20
Medium	£1.40	£1.90
High	£2.20	£3.00

**8. Suspensions**

Suspension	Current charge	Proposed increase
Administration Fee	£53	£80
Charge per parking space	£13	£15

**9. Skip & building materials Licenses**

	Current charge	Proposed increase
Skips	£40	£70
Building materials	£40	£70
Combined skip & building materials	£55	£80

## Appendix 2 - Resident Permit Charges – October 2010

Current Ranking	Borough	Current Charge (average)
1	Richmond	£130
2	Lambeth <sup>1</sup>	£125
3	Kensington & Chelsea <sup>1</sup>	£121
4	Westminster	£132
5	Wandsworth	£120
6	Camden <sup>1</sup>	£99.80
7	Southwark	£99.30
8	Hammersmith & Fulham	£99
9	Hackney <sup>1</sup>	£92
10	Tower Hamlets	£90
11	Islington <sup>1</sup>	£85
12	Enfield	£70
13	Merton	£65
14	Kingston	£60
14	Lewisham	£60
14	Hounslow	£60
14	Haringey <sup>1</sup>	£60
15	Redbridge	£55.75
16	Bromley	£50
16	Greenwich	£50
17	Croydon	£48
19	Harrow	£46
17	Ealing	£45
21	Barnet	£40
20	Sutton	£40
21	Waltham forest	£22.50

(£95 with proposed increase)

<sup>1</sup>price based on CO<sub>2</sub> emissions.  
For those boroughs we have used the average vehicle (185g/km)

(Please Note:

Information available from other authorities suggests that they intend reviewing charges with increases of between 20% to 50%.