

Cabinet

On 16 November 2010

Report Title. Parking Charges Report

Report of : Niall Bolger, Director of Urban Environment

Signed :  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                            | £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%.