

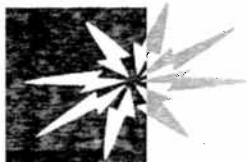
<b>Report for:</b>	Cabinet	<b>Item number</b>	
<b>Title:</b>	<b>Proposed change to Penalty Charge Banding</b>		
<b>Report authorised by :</b>	Lyn Garner, Director of Places and Sustainability		
<b>Lead Officer:</b>	Ann Cunningham , Head of Traffic Management		
<b>Ward(s) affected:</b> Specify ward(s) All	<b>Report for Non Key Decision:</b>		

**1. Describe the issue under consideration**

- 1.1 Two parking penalty charge bands apply in Haringey. Band A applies in Wood Green, the Metropolitan Town Centre and our largest CPZ. Band B applies in all other areas.
- 1.2 Charge band A applies in areas where demand for parking is higher. The higher charge should reduce / deter illegal parking in those areas. This usually applies to Central London Boroughs, main town centres , major event venues in other London Boroughs. Appendix 1 – details charge bands across London.
- 1.3 Within those bandings, higher level penalties apply to contraventions which are considered more serious, such as parking on yellow lines or where an obstruction is caused. Lower level penalties apply generally where parking is permitted but the regulations are contravened, such as overstaying on a pay and display bay. The table below details those charges-

	Higher	Lower
Band A	£130	£80
Band B	£110	£60

*\*those charges are reduced by 50% if paid within 14 days of issue ie £130 charge may be reduced to £65 and £80 may be reduced to £40.*



1.4 It is considered that the whole of the borough should be defined as Band A.

1.5 This would involve (in areas outside of Wood Green), penalty charges for more serious contraventions, that are paid within 14 days of issue moving from £55 to £65. Penalties paid outside the 14 day discount period would move from £110 to £130. Penalties charges issued for less serious contraventions, that are paid within 14 days of issue would move from £30 to £40. Penalties paid outside the 14 day discount period would move from £60 to £80.

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1.5 Under the terms of the Traffic Management Act 2004, London Councils is responsible for determining, subject to approval by the Mayor and the Secretary of State for Transport, additional parking and related charges that apply on borough roads in London. This report seeks Cabinet approval to proceed with an application to the London Councils to move all penalty charges to Band A in Haringey.

## **2.0 Cabinet Member Introduction**

2.1 Proposals in this report support the Council aims to ease traffic congestion on our road network, smoothing traffic flow and making our streets safer.

## **3.0 Recommendations**

3.1 That Cabinet

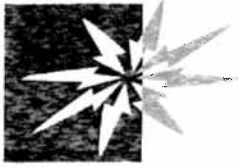
- a) Agrees in principle the need to move all penalty charges in Haringey to Band A
- b) Authorise officers to proceed to the London Councils with an application to move all penalty charges to Band A in Haringey from 1 April 2013.

## **4. Other options considered**

4.1 It was considered that an application should be made only to move the Tottenham Hotspur Match Day CPZ to Band A. However it was felt that while this may ease pressure within that CPZ, it could potentially result in displacement and additional pressure elsewhere, and as such achieve no overall improvement in compliance.

## **5. Background information**

5.1 The Council operates a number of controlled parking zones (CPZs) across the borough. Waiting and loading restrictions also apply in many



locations outside of CPZs. Planning policy is also used to minimise additional parking pressures arising from developments in some areas.

5.2 Despite those measures, and deploying a robust parking and traffic enforcement regime, the borough continues to experience high levels of non compliance with parking regulations. There has been little reduction in PCN levels since implementation of Part 6 of the Traffic Management Act 2004, which is contrary to the experience of other London Boroughs.

5.3 The table below details PCN levels since 2008 when Part 6 of the Traffic Management Act 2004 was implemented:

Year	Parking PCNs	Of which, Higher Level PCNs	Of which, Lower Level PCNs	Bus Lane PCNs	Moving Traffic PCNs	Total PCNs
2008/09	170,482	144,813	25,669	7,562	13,362	191,424
2009/10	161,587	134,294	27,293	8,029	13,182	182,798
2010/11	150,818	126,802	24,016	4,882	21,464	177,164
2011/12	169,208	143,229	25,979	4,748	15,590	189,546

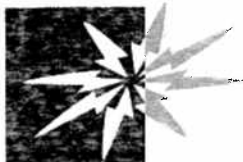
5.4 As set out in Appendix 1, neighbouring boroughs, Camden (except on Boundary Roads), Islington and Hackney are already wholly within Band A. The southern part of Waltham Forest is also within Band A including the area immediately adjoining Haringey.

5.5 It is considered that the reason for the continuing high levels of non compliance include the risk that motorists are parking within Haringey, close to the border of these boroughs in the knowledge that the penalty charge would be lower and would therefore be more willing to accept this as a cost of a journey.

5.6 In addition the Tottenham Hotspur football stadium in the east of the borough attracts up to 36, 000 visitors to home games. The Match Day CPZ surrounding this stadium covers a large geographical area (131 streets). Band B charges are not sufficient deterrent to a significant number of those visitors who drive to games and park illegally.

5.7 It is considered essential to implement measures to help address the underlying problem of non compliance at this point in time, as the high levels of regeneration planned for Haringey will lead to greater pressure on the road network.

5.8 Major development proposals are already being implemented. A substantial residential scheme is being delivered at Hale Village and other schemes in the Seven Sisters area are likely to increase demand



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for on-street parking. The planned redevelopment of Spurs football ground and of the surrounding area have commenced which will lead to increased vehicular traffic and parking pressures.

5.9 Future pressures due to growth in population and jobs in Haringey have also been strategically highlighted. The London Plan predicts substantial growth in population and employment. Between 2006 and 2011 population was estimated to increase by about 10,000 people with a further increase of around 5,000 by 2016. Over the same period to 2016 there would be an increase in about 7,000 jobs. Inevitably this growth in population and jobs will lead to more road traffic in the borough.

5.10 Work by TfL for the North London Sub-Regional Transport Plan predicts an increase in traffic volume between 2009 and 2031 of about 10% with a corresponding decrease in traffic speed of -1.8% in the critical morning peak period.

5.11 The Plan identifies a number of challenges for North London including managing highway congestion and making more efficient use of the road network. In addition to predicted growth detailed in the London Plan, additional growth is likely to be forthcoming in the Upper Lee Valley Opportunity Area Framework. For the wider Tottenham area, it is estimated that population will increase by 16,000 and employment increases by 8,000 by 2031.

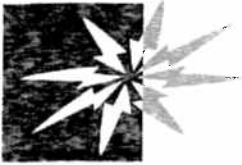
5.12 In addition to the Sub-Regional Transport Plan, the Mayor's Transport Strategy sets out outcomes such as smoothing traffic flow [managing delay, improving journey time reliability and resilience] which provide the context for parking policy and charges. Similarly the London Plan recognises parking policy including regulation of on-street parking can have significant effects in influencing transport choices and addressing congestion. We consider a higher level of penalty charges can be a significant element in support of this policy.

## **6. Comments of the Chief Financial Officer and Financial Implications**

6.1 Any additional income raised due to this change would be used to support wider Highways and Parking improvements in line with the stipulations of the Road Traffic Regulations Act 1984.

## **7. Head of Legal Services and Legal Implications**

7.1 The procedure for setting the level of charges is contained in Schedule 9 Traffic Management Act 2004 which places a duty on London Authorities to set charges on non- GLA roads and by virtue of this Schedule Part 2 paragraph 2(3) there is a duty to consult London local authorities



## **8. Equalities and Community Cohesion Comments**

8.1 Policy and Equalities Team has been consulted in the preparation of this report and they comment that:

8.2 At present, we do not collect equality data on parking contraventions and charges, so we do not know the representation of each protected characteristic in parking contraventions.

8.3 The proposal is to abolish the lower charge Band B which at present applies to the east of the borough and to extend the higher Band A to that area. The heavy concentration of deprivation and disadvantage in that area of the borough would suggest that people in that area, whatever their protected characteristics would be more adversely impacted if the bulk of contraventions in that area are by local residents.

8.4 In the absence of reliable equalities data, it is not possible to be precise about which protected characteristics would be more adversely affected by the proposal than others.

## **9. Policy Implications**

9.1 Recommendations in this report are in line with existing policy.

## **10. Reasons for Decision**

10.1 To implement measures to help address the underlying problem of non-compliance across the borough, easing congestion on the road network.

## **11. Use of Appendices**

Appendix A – Penalty Charge Bands across London.

## **11. Local Government (Access to Information) Act 1985**

- The London Plan
- The North London Sub-Regional Transport Plan
- The Mayor's Transport Strategy



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