

CABINET MEMBER SIGNING

Tuesday, 9th August, 2022, 11.00 am

Members: Councillor Seema Chandwani – Cabinet Member for Tackling Inequality and Resident Services

1. APOLOGIES FOR ABSENCE

To receive any apologies for absence.

2. DECLARATIONS OF INTEREST

A member with a disclosable pecuniary interest or a prejudicial interest in a matter who attends a meeting of the authority at which the matter is considered:

- (i) must disclose the interest at the start of the meeting or when the interest becomes apparent, and
- (ii) may not participate in any discussion or vote on the matter and must withdraw from the meeting room.

A member who discloses at a meeting a disclosable pecuniary interest which is not registered in the Register of Members' Interests or the subject of a pending notification must notify the Monitoring Officer of the interest within 28 days of the disclosure.

Disclosable pecuniary interests, personal interests and prejudicial interests are defined at Paragraphs 5-7 and Appendix A of the Members' Code of Conduct

3. APPROVAL FOR THE INTRODUCTION OF PROPOSED AMENDMENTS (INCREASE) TO ON-STREET AND OFF-STREET PARKING CHARGES AND INTRODUCTION OF SUNDAY PARKING CONTROLS AND CHARGES (PAGES 1 - 24)

Fiona Rae, Acting Committees Manager
Tel – 020 8489 3541
Email: fiona.rae@haringey.gov.uk

Fiona Alderman
Head of Legal & Governance (Monitoring Officer)
George Meehan House, 294 High Road, Wood Green, N22 8JZ

Monday, 01 August 2022

Report for: Cabinet Member Signing – 9 August 2022

Title: Approval for the introduction of proposed amendments (increase) to on-street and off-street parking charges and introduction of Sunday parking controls and charges

Report authorised by Eubert Malcolm, Interim Director of Environment and Neighbourhoods

Lead Officer: Ann Cunningham, Head of Highways and Parking, 0208 489 1355, Ann.Cunningham@haringey.gov.uk and Andrew Bourke, Parking Schemes Manager, Andrew.Bourke@Haringey.gov.uk

Ward(s) affected: All

**Report for Key/
Non-Key Decision:** Key Decision

1 Describe the issue under consideration

- 1.1 This report sets out the results of statutory consultation undertaken on proposed changes to parking charges.
- 1.2 When setting or reviewing parking charges, the Council must have regard to the Mayor of London's Transport Strategy as provided by sections 142 and 144(1)(a) of the Greater London Authority Act 1999. That Strategy emphasises the importance of reducing emissions and improving air quality.
- 1.3 The Mayor of London's Transport Strategy is supported by the Council's Borough Plan, Transport Strategy, Walking and Cycling Plan and Climate Change Action Plan (CCAP) which includes the commitment to becoming a zero-carbon borough by 2041.
- 1.4 Where possible, Haringey Council encourages a move away from vehicle use and ownership and promotes the use of public transport, cycling and walking as sustainable and greener alternatives. Increasing and new parking charges will contribute to achieving this. It is essential that - through the Council's parking charges - vehicle ownership is not seen as more economical than using sustainable methods of transport.

2 Cabinet Member Introduction

- 2.1 Parking management is a critical tool that has a huge impact upon the way that our streets, communities and road network operate as well as being a lever to improve air quality and, in turn, public health.

- 2.2 We continue to manage our parking fairly and transparently and with the primary aim of managing the conflicting demands on the finite supply of road space in our borough.

3 Recommendations

The Cabinet Member for Tackling Inequality and Resident Services is recommended:

- 3.1. To approve the introduction of a 25% diesel surcharge on charges that apply to pay by phone and contactless parking on the public highway and in public car parks, as set out in Appendix A, from 1 September 2022.
- 3.2. To approve the introduction of Sunday parking charges in public car parks, as set out in Appendix B, from 1 September 2022.
- 3.3. To authorise officers to undertake further statutory consultation on the level of charge that should apply to Sunday charges in pay by phone and contactless parking spaces in town centres. This will initially be set at the lower charge band of £1.30 per hour. The 25% diesel surcharge will apply in addition to the parking fee.
- 3.4. To formalise the requirement that paid for parking be purchased in increments of 15 minutes.
- 3.5. To note the inflationary increase applied to existing parking fees and charges through the publication of Variation Notices issued under Section 46A of the Road Traffic Regulation Act, as set out in Appendix C.

4 Reasons for decision

- 4.1 The Council's authority to operate and set parking-related charges is defined by legislation. In July 2021, the Cabinet authorised officers to proceed to increase existing parking fees and charges through the publication of Variation Notices issued under Section 46A of the Road Traffic Regulation Act as set out in Appendix A. Cabinet also authorised officers to proceed to statutory consultation on the proposals in the following paragraphs of this section of the report.

Diesel surcharge for on-street parking and car parks

- 4.2 In March 2020, Cabinet approved, amongst other changes to parking fees and charges, the introduction of a 25% surcharge for diesel vehicles on charges that apply to pay by phone and contactless parking spaces on the public highway and in public car parks. This decision was subject to the outcome of statutory (traffic management order) consultation.
- 4.3 In response to the feedback received during that statutory consultation, Cabinet agreed to defer the implementation of this surcharge. This decision was taken to support town centres in their recovery from the impacts of the Covid-19 pandemic. As national Covid-19 restrictions were later lifted, it was agreed by

Cabinet in July 2021 to implement the proposal, subject to the completion of readvertising the proposal and a new round of statutory consultation.

Introduction of Sunday charges – pay by phone and contactless parking in town centres and car parks.

- 4.4 The main reasons for this proposal are to:
- Prevent all-day free parking and encourage turn-over of parking space on Sundays. In turn, this provides more parking 'sessions' per day.
 - Help balance demand with supply across the busy weekend period, helping maximise opportunity for custom.
 - Encourage sustainable modes of transport by ensuring that vehicle ownership is not seen as more economical than using sustainable transport
 - Ensure that those who receive benefit from the service (i.e., those who make use of parking spaces in high value locations) also contribute to the overall cost of providing that service.
 - Set charges at a standard rate of £2 per day in car parks, but at the same level as existing charges in town centres. The charges in stop and shop facilities are based on three charge bands, depending on the take-up of parking in the area. The charge band applying is that required to achieve an appropriate turnover of spaces, supporting those town centres.

To formalise the requirement that paid for parking be purchased in increments of 15 minutes.

- 4.5 Short-term parking, via the RingGo pay by phone / app facility and contactless parking, is currently purchased in 15-minute blocks of time. This existing arrangement has been formalised within the traffic management orders at the same time as other statutory processes arising from this report.
- 4.6 The Council is required to formally consider feedback and objections to proposals arising from statutory consultation.

5 Alternative options considered

- 5.1 Consideration was given to proceeding to implement Sunday charges in pay by phone and contactless parking facilities in line with the charges consulted on. It was felt that charging in individual areas should be consistent across the week. However, consideration has been given to concerns raised by the Environment and Community Safety Scrutiny Panel. It raised concerns about implementation of those charges at this point and felt that they should be eased in. The Harringay Traders Association also felt that charges would be detrimental to town centres and, if introduced, should be set at the lower charge band (currently £1.30 per hour) in all areas. The 25% diesel charge would also apply as a matter of policy, with the situation kept under review to ensure that the objectives set out in paragraph 4.4 are achieved.

6 Background Information

6.1 In July 2021, Cabinet approved the undertaking of statutory consultation on the following changes to parking charges.

- 25% diesel surcharge for on-street parking and car parks
- Introduction of Sunday charges in off-street (public) car parks
- Introduction of Sunday charges in pay by phone and contactless parking in town centres
- Formalising the requirement that paid for parking be purchased in increments of 15 minutes

6.2 Cabinet also agreed the publication of Variation Notices issued under Section 46A of the Road Traffic Regulation Act, to give effect to the increase to existing parking fees and charges as set out in Appendix C to this report.

6.3 When setting or reviewing parking charges, the Council considers:

- its transport and wider policy objectives
- statutory or legal requirements that may affect the setting of fees
- car ownership patterns
- the increasing demand for parking
- traffic management issues
- market conditions (parking charges in other boroughs)
- cost of delivering the service
- impact of charges on relevant stakeholders

Statutory Consultation

6.4 Statutory consultation commenced on 6 October 2021 for a period of 21 days. The process consisted of a Notice of Proposal published in the London Gazette, Enfield and Haringey Independent and the notice erected on site in the affected streets. The closing date for representations and comments was 27 October 2021.

6.5 A copy of the statutory notice of proposal is attached as Appendix E.

6.6 As part of the statutory process, the views of the following statutory bodies were also sought:

- AA
- London Transport
- Police (local)
- Fire Brigade
- London Ambulance Service
- Freight Transport Association
- Road Haulage Association
- RAC
- Metropolitan Police (traffic)
- London Travel Watch

- Haringey Cycling Campaign

Responses to Consultation

- 6.7 A total of 5 responses were received to the statutory consultation on proposals. Of the responses received, 4 submissions objected to the proposals, and 1 submission was in favour to the proposed changes to parking charges.
- 6.8 Representations were also made by the Haringey Traders Association, who felt that the introduction of Sunday charges would be detrimental to businesses who are still recovering from the Covid-19 pandemic. It strongly felt that, if charges should be introduced, they be set at the lowest charge band in all locations.
- 6.9 Table 1 below summarises objections received to the statutory consultation. It should be noted that 3 of the objections received, while sent from individual stakeholders, were identical in wording.

Table 1

Objection	Council response
<p>I object to the proposed plans to increase the parking restrictions on the Haringey ladders. Businesses and residents have yet again not been consulted with openly about the impact of this.</p> <p>I disagree with the proposal and would ask that you make more effort to be open and honest about your future plans for the area.</p>	<p>Statutory consultation is carried out under strict process defined by legislation. All proposals are advertised with street notices, in local press and detailed on the Council's online map-based Traffic Management Order system. Interested parties are able to participate by submitting responses by mail, email or digitally through the Council's online system. All stakeholders may submit a response. All responses must be considered before a decision is reached.</p> <p>The increasing of operational times and charges for parking places is to ensure there is opportunity to park for those visiting local businesses.</p> <p>Where possible, Haringey Council encourages a move away from vehicle use and ownership and promotes the use of public transport, cycling and walking as sustainable and greener alternatives. Increasing existing and introducing new parking charges will contribute to achieving this. It is essential that - through the Council's parking charges - vehicle ownership is not seen as more economical than using sustainable methods of transport.</p>

Objection	Council response
<p>Re: Proposed Sunday Parking Controls & Charges for “Stop & Shop” Green Lanes A - 6 October 2021</p> <p>It is my contention that proposals to impose charges for parking during the hours of 9am - 7pm, & 9am - 5pm on Sundays in the Stop & Shop parking zones within the Green Lane A & Outer Wood Green Zones with reference to Green Lanes, A105, will promote neither active travel, nor encourage greater use of sustainable public transport, nor improve air quality and that the Statement of Reasons (SoR), do not support the proposals.</p> <p>I contend that in an attempt to try and please as many people as possible, consideration be given that street parking should cease at midday, and definitely no later than 1 pm.</p> <p>I note that there does not appear to be either any form of impact assessment, or any climate & environmental assessments in the bundle accompanying these proposals, and wish to know why not?</p> <p>How do these proposals comply with LBH’s climate change emergency plan when they appear to actively encourage a greater use of private cars at the expense of active travel & greater use of sustainable public transport of which there are 4 bus routes (29, 141,341, & W5), 2 railway stations (Green Lanes & Hornsey), and 2 tube stations, (Manor House & Turnpike Lane).</p>	<p>There is limited space for parking to serve businesses on Green Lanes A105 and Wood Green Zones. The proposed extension of operational times will achieve a turnover of spaces.</p> <p>The introduction of parking controls on Sundays will also help increase opportunities for businesses to load and their customers to park, some of whom may travel a distance due to the specialist nature of some of the business offer.</p> <p>Where possible, Haringey Council encourages a move away from vehicle use and ownership and promotes the use of public transport, cycling and walking as sustainable and greener alternatives. Increasing existing and introducing new parking charges will contribute to achieving this. It is essential that - through the Council’s parking charges - vehicle ownership is not seen as more economical than using sustainable methods of transport.</p> <p>As part of the statutory consultation process, neither an impact assessment on climate nor environmental assessments are required.</p>

- 6.10 After considering the statutory consultation results and noting the objections as well as representations from the Haringey Traders Association, it is recommended that the proposals are implemented. The charges applicable to Sundays in pay by phone and contactless parking in town centres will be subject to further statutory consultation proposing the lower charge band. The 25% diesel surcharge will apply in addition to the parking fee.

7 Contribution to strategic outcomes

- 7.1 This report supports two key themes within the Borough Plan 2019-2023:

- 7.2 People Theme: A Haringey where strong families, strong networks and strong communities nurture all residents to live well and achieve their potential. The recommendations in this report will contribute to specific outcomes within this Theme, by encouraging active travel and modal shift to improve air quality.
- 7.3 Place Theme: A place with strong, resilient & connected communities where people can lead active and healthy lives in an environment that is safe, clean and green. The recommendations in this report will contribute to specific outcomes within this Theme, by improving air quality, encouraging active travel and improving the public realm in particular pedestrians and cyclists.
- 7.4 London-wide contribution to a healthier London - The Mayor of London's Transport Strategy and Local Implementation Plan 3 guidance was published in 2018. The final LIP3 was approved by TfL in June 2019.
- 7.5 The Council's Local Plan - Haringey's Local Plan sets out the Council's key planning policies, which include a focus on sustainable transport.
- 7.6 Transport Strategy - the Council's 2018 Transport Strategy sets out the strategic vision, objectives and priorities on the future of transport in Haringey over the next 10 years. The Strategy outlines the role that parking projects play in achieving this.

8 Statutory Officer Comments

Finance

- 8.1 This report seeks Cabinet Member approval for changes to some existing parking fees and charges as well as introducing new charges, outlined in this report.
- 8.2 The recommendations are laid out in section 3 which set out the following: -
- Introduction of a 25% diesel surcharge for both on-street and off-street parking charges; (Appendix A)
 - introduction of Sunday parking charges for off-street parking Appendix B)
 - Note the inflationary increase applied to existing parking fees and charges through the publication of Variation Notices issued under Section 46A of the Road Traffic Regulation Act, as set out in Appendix C
- 8.3 The above charges were considered and approved in the preparation of the 2021/22 Budget and 2021-2026 Medium Term Financial Strategy (MTFS). In a full year, it is estimated that the combined total of these proposed changes is £0.29m.

Procurement

Not applicable

Legal

- 8.4 The Head of Legal and Governance (Monitoring Officer) has reviewed and noted this report.

- 8.5 The legal framework and statutory provisions relating to the parking fees and charges proposals contained in this report are set out in the following paragraphs.
- 8.6 Section 45 and 46 of the Road Traffic Regulation Act 1984 (RTRA) provides the Council with the power to control parking by designating on-street parking places, charging for their use and restricting (or providing for) the use of such places by persons holding a permit for the purpose. Section 46A of the RTRA provides a mechanism for reviewing and amending these charges by issuing a notice of variation. This notice must be given at least 3 weeks before the changes take effect. The procedure for this is set out in the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996. When setting the level of these charges, the Council has the power to differentiate between vehicles of different classes, including by reference to their level and type of emissions. This power will be applied in respect diesel vehicles parking in off-street public car parks and in on-street paid parking bays and will provide for a higher charge to be applied (the Diesel Surcharge).
- 8.7 There are no expressly set limits on the amount that a local authority can charge for parking permits and vouchers. Guidance issued by the Department of Transport on parking policy and enforcement (March 2015) recommends that authorities should set charges at levels which are consistent with the aims of the authority's transport strategy, including its road safety and traffic management strategies.
- 8.8 By virtue of section 46A of the 1984 Act, there is no statutory requirement for the Council to consult on the proposals to vary its parking charges. The Council must publish notice of variation in at least one local newspaper at least 21 days before the change comes into force.
- 8.9 The Council must undertake a full statutory consultation pursuant to section 46 on the 1984 Act on its proposals contained in this report to introduce new charges and to amend the terms and conditions. This report proposes consultation on all of the proposed changes and the Council must ensure that notice and consultation is carried out in compliance with the 1984 Act and the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996. The Council must give full and proper consideration to all feedback and representations received. Operational guidance on parking policy and enforcement has been prepared by the Department for Transport. This guidance is not statutory guidance that the Council must have regard to, but it is recommended in statutory guidance that the operational guidance be read by local authorities.
- 8.10 The Council must not set charges for vehicles left in designated parking places for the purpose of raising revenue. In accordance with Section 55 of the RTRA, the income the Council receives from on-street parking must be placed in a ring-fenced parking account. In the event that the proposed surcharge generates a surplus over and above the cost of the scheme, its administration and enforcement, the RTRA requires that surplus to be paid at the end of the year into the Special Parking Account and spent on the wider transport purposes specified at section 55(4) of the RTRA. Any shortfall is required to be made good from the general fund.

8.11 In accordance with section 122 of the RTRA, in determining the amount of any charges payable for vehicles left in designated parking places, the Council shall consider both the interests of traffic and those of the owners and occupiers of adjoining property. Section 122 of the RTRA states:

- 1) It shall be the duty of every local authority upon whom functions are conferred by or under this Act so to exercise the functions conferred on them by this Act as (so far as is practicable having regard to the matters specified in subsection (2) below) to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway.
- 2) The matters referred to in subsection (1) above as being specified in this subsection are:
 - a) The desirability of securing and maintaining reasonable access to premises.
 - b) The effect on the amenities of any locally affected and (without prejudice to the generality of this paragraph) the importance of regulating and restricting the use of roads by heavy commercial vehicles, so as to preserve or improve the amenities of the areas through which the roads run.
 - c) The strategy prepared under Section 80 of the Environment Act 1995 (national air quality strategy).
 - d) The importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles; and
 - e) Any other matters appearing to the local authority to be relevant.

8.12 A number of cases have considered the question of how councils should exercise the relevant powers (i.e., to charge) having regard to their duties under section 122 of the RTRA and two main themes have emerged. In the leading case of *Cran v London Borough of Camden* (1995) it was established that even though section 122(2)(d) allows a local authority to take into account any other matters appearing to it to be relevant, that provision does not permit councils to take account of extraneous financial matters such as the aim of generating revenue for other Council projects. Accordingly, the Council cannot set or increase its charges with the aim or motive of generating revenue. This decision has been reinforced in subsequent decisions including *Attfield vs London Borough of Barnet* (2013). The Courts have however made clear that the creation of a surplus from increased parking charges will not, in and of itself, be unlawful provided the primary motivation for the increase is the achievement of objectives which are consistent with the duty set out at Section 122.

8.13 The Council must have regard to the Mayor of London's Transport Strategy as provided by sections 142 and 144(1)(a) of the Greater London Authority Act 1999. The current strategy emphasises the importance of reducing emissions and improving air quality

8.14 The decision to consult on the proposed changes to facilitate the discharge of the Council's parking functions under the 1984 Act is an executive function and may be delegated to an individual Cabinet Member in accordance with the Constitution.

8.15 It is the view of legal services that what is being proposed and recommended within this report is in accordance with the law, as referred to in this report.

Equality

8.16 The Council has a Public Sector Equality Duty under the Equality Act (2010) to have due regard to the need to:

- Eliminate discrimination, harassment and victimisation and any other conduct prohibited under the Act
- Advance equality of opportunity between people who share those protected characteristics and people who do not
- Foster good relations between people who share those characteristics and people who do not.

8.17 The three parts of the Duty applies to the following protected characteristics: age, disability, gender reassignment, pregnancy/maternity, race, religion/fait, sex and sexual orientation. Marriage and civil partnership status applies to the first part of the Duty.

8.18 In March 2021, an EqIA¹ was carried out that identified that the proposal was robust and there is no potential for discrimination or adverse impact and that all opportunities to promote equality have been taken

8.19 The EqIA concluded that the proposals do not result in any direct/indirect discrimination for any groups that share the protected characteristics and that all residents will benefit from a reduction in traffic congestion and high polluting vehicles; improved health from improved air quality; and safer streets. Overall, despite this, the raising of parking charges is seen to be a proportionate means of achieving a legitimate aim. It is, however, important to note that car ownership is correlated with income: the lower your income, the less likely you are to own a car

8.20 The measures therefore represent an additional step towards addressing health inequalities affecting groups who share the protected characteristics.

9 Use of Appendices

Appendix A – Proposed 25% diesel surcharge in on-street and off-street paid parking places

Appendix B – Proposed introduction of Sunday charges in off-street (public) car parks

Appendix C – Increase Implemented to existing parking fees and charges

¹ <https://www.minutes.haringey.gov.uk/documents/s121321/App%2010a.1%2020210112%20Diesel%20surcharge.pdf>

Appendix D – Statutory consultation submissions

Appendix E – Statutory consultation notice of proposal

10 Local Government (Access to Information) Act 1985

- [Borough Plan 2019-2023](#)
- [2018 Transport Strategy](#)
- [Local Plan](#)
- [Highways Asset Management Plan](#)
- [Draft Walking and Cycling Action Plan](#)
- [10 March 2020 Cabinet report: Parking Charge Review](#)
- [15 September 2020 Cabinet report: Feedback to the statutory consultation on parking permits and charges](#)
- [12 October 2020 Cabinet report: Supplementary report - Parking permits and charges - ULEZ Readiness](#)
- [9 February 2021 Cabinet report: 21/22 Budget and 2021-2026 MTFS Report](#)

Appendix A: Proposed 25% diesel surcharge on on-street and off-street paid parking places.

On-street paid parking places charge bands

Tariff Band	Existing charge per hour	Proposed increase for diesel vehicles	Proposed charge (including diesel surcharge)
Tariff Band 1	£3.30	25%	£4.13
Tariff Band 2	£2.10	25%	£2.63
Tariff Band 3	£1.30	25%	£1.63

Off-street parking places (public car parks)

Location	Proposed charge
Brunswick Road Car Park N15 Bury Road Car Park N22 Crouch Hall Road Car Park N8 Finsbury Park N4 Garman Road Car Park N17 Lawrence Road Car Park N15 Somerset Road Car Park N17 Stoneleigh Road Car Park A N17 Stoneleigh Road Car Park B N17 Stoneleigh Road Car Park C N17 Summerland Gardens Car Park N10 Westerfield Road Car Park N15	25% surcharge on all existing charges, including season tickets, for diesel vehicles

Appendix B: Proposed introduction of Sunday charges in off-street (public) car parks

Area	Location	Existing Charging Days and Hours	Proposed Charging Days and Hours	(25% diesel surcharge will also apply on Sundays)
Off-Street	Brunswick Road Car Park N15	Mon - Sat 8:00-18:30	Mon - Sun 8:00-18:30	Sunday £2 all day
Off-Street	Bury Road Car Park N22	Mon - Sat 08:00 - 20:15 Sun 11:00 - 17:15	Mon - Sat 08:00 - 20:15 Sun 11:00 - 17:15	Sunday £2 all day
Off-Street	Crouch Hall Road Car Park N8	Mon - Sat 8:00 - 18:30	Mon - Sun 8:00 - 18:30	Sunday £2 all day
Off-Street	Finsbury Park N4	Mon - Sat 10:00-17:00	Mon - Sun 10:00-17:00	Sunday £2 all day
Off-Street	Garman Road Car Park N17	Mon - Fri 08:30 - 18:30 Sat, Sun BH - Free	Mon - Sun 08:30 - 18:30	Sunday £2 all day
Off-Street	Lawrence Road Car Park N15	Mon - Sat 8:00-18:30	Mon - Sun 8:00-18:30	Sunday £2 all day
Off-Street	Somerset Road Car Park N17	Mon - Fri 07:30 - 08:30 & 17:30 - 18:30	No change	No change
Off-Street	Stoneleigh Road Car Park A N17	Mon - Sat 8:00-18:30	Mon - Sun 8:00-18:30	Sunday £2 all day
Off-Street	Stoneleigh Road Car Park B N17	Mon - Sat 8:00-18:30	Mon - Sun 8:00-18:30	Sunday £2 all day
Off-Street	Stoneleigh Road Car Park C N17	Mon - Sat 8:00-18:30	Mon - Sun 8:00-18:30	Sunday £2 all day
Off-Street	Summerland Gardens Car Park N10	Mon - Sat 8:00-18:30	Mon - Sun 8:00-18:30	Sunday £2 all day
Off-Street	Westerfield Road Car Park N15	Mon - Sat 8:00-18:30	Mon - Sun 8:00-18:30	Sunday £2 all day

Appendix C - Standard increase to Parking fees and Charges

Services that we charge for	2021/22 Charge	Uplift	2022/23 Charge	Change
PARKING PERMITS				
Resident Visitor Permits				
Monthly residents	31.00	0.70	31.70	2.26%
Hourly visitor	0.83	0.05	0.88	6.00%
Doctors Permit	286.00	6.00	292.00	2.10%
Courtesy Car Permit	31.00	0.70	31.70	2.26%
Residential Administration Fee- Lost/Stolen/Change of vehicle and/or address/replacement	12.00	0.25	12.25	2.08%
Car Parks – season tickets				
Bury Road, N22 - Quarterly Season Ticket	76.50	1.50	78.00	1.96%
Bury Road, N22 - Annual Season Ticket	294.00	5.90	299.90	2.01%
Stoneleigh Road, N17 (A, B & C) - Annual Season Ticket	159.30	3.20	162.50	2.01%
Lawrence Road Car Park	1167.00	23.35	1190.35	2.00%

Appendix D - Statutory consultation submissions

Full details of Submissions Received

Submission 1:

Re: Proposed Sunday Parking Controls & Charges for "Stop & Shop" Green Lanes A - 6 October 2021

It is my contention that proposals to impose charges for parking during the hours of 9am - 7pm, & 9am - 5pm on Sundays in the Stop & Shop parking zones within the Green Lane A & Outer Wood Green Zones with reference to Green Lanes, A105, will promote neither active travel, nor encourage greater use of sustainable public transport, nor improve air quality and that the Statement of Reasons (SoR), do not support the proposals.

"...the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles." (T43 - SoR)

Green Lanes is not wide enough to support parking on each carriageway simultaneously plus free flowing traffic in both directions for bicycles, public transport, cars & vans throughout the morning and afternoon.

"The setting of parking charges is a function which, like other functions under the RTRA, must be exercised in accordance with section 122 of the RTRA, to secure the expeditious, convenient and safe movement of vehicular and other traffic including pedestrians..." (T43 - SoR)

As a resident in close proximity to Green Lanes, my lived experience at weekends is that the high street suffers its worst congestion on Saturdays & Sundays. The result of on-street parking is to reduce the flow of traffic to a crawl in one lane in each direction. This fills the air with fumes and small particulate matter from continuous braking & acceleration at yellow box junctions and pedestrian crossings and traffic lights.

"When exercising this function, the Council must have regard to the Mayor of London's Transport Strategy as provided by sections 142 and 144(1)(a) Greater London Authority Act 1999. That strategy emphasises the importance of reducing emissions and improving air quality". (T43 - SoR)

It must be remembered that many people and their families live in the flats above the businesses, and the weekends, especially Sundays are the times when they might reasonably be expected to be in their flats, and deserving of clean, healthy air. A similar argument can be made for the experience of pedestrians, also.

A moderate parking charge will not encourage anybody to take sustainable transport that is unable to move faster than a crawl, especially when the car is carrying more than one person and creating more opportunities for parking is likely to promote more car travel, not lessen it.

I contend that in an attempt to try and please as many people as possible, consideration be given that street parking should cease at midday, and definitely no later than 1 pm.

I note that there does not appear to be either any form of impact assessment, or any climate & environmental assessments in the bundle accompanying these proposals, and wish to know why not? How do these proposals comply with LBH's climate change emergency plan when they appear to actively encourage a greater use of private cars at the expense of active travel & greater use of sustainable public transport of which there are 4 bus routes (29, 141, 341, & W5), 2 railway stations (Green Lanes & Hornsey), and 2 tube stations, (Manor House & Turnpike Lane).

I would urge the panel to reconsider and amend the proposals before implementing them.

With regards,

Submission 2:

Re: Proposed Sunday Parking Controls & Charges for "Stop & Shop" Green Lanes A - 6 October 2021

It is my contention that proposals to impose charges for parking during the hours of 9am - 7pm, & 9am - 5pm on Sundays in the Stop & Shop parking zones within the Green Lane A & Outer Wood Green Zones with reference to Green Lanes, A105, will promote neither active travel, nor encourage greater use of sustainable public transport, nor improve air quality and that the Statement of Reasons (SoR), do not support the proposals.

"...the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles." (T43 - SoR)

Green Lanes is not wide enough to support parking on each carriageway simultaneously plus free

Appendix D - Statutory consultation submissions

flowing traffic in both directions for bicycles, public transport, cars & vans throughout the morning and afternoon.

“The setting of parking charges is a function which, like other functions under the RTRA, must be exercised in accordance with section 122 of the RTRA, to secure the expeditious, convenient and safe movement of vehicular and other traffic including pedestrians...,” (T43 - SoR)

As a resident in close proximity to Green Lanes, my lived experience at weekends is that the high street suffers its worst congestion on Saturdays & Sundays. The result of on-street parking is to reduce the flow of traffic to a crawl in one lane in each direction. This fills the air with fumes and small particulate matter from continuous braking & acceleration at yellow box junctions and pedestrian crossings and traffic lights.

“When exercising this function, the Council must have regard to the Mayor of London’s Transport Strategy as provided by sections 142 and 144(1)(a) Greater London Authority Act 1999. That strategy emphasises the importance of reducing emissions and improving air quality”. (T43 - SoR)

It must be remembered that many people and their families live in the flats above the businesses, and the weekends, especially Sundays are the times when they might reasonably be expected to be in their flats, and deserving of clean, healthy air. A similar argument can be made for the experience of pedestrians, also.

A moderate parking charge will not encourage anybody to take sustainable transport that is unable to move faster than a crawl, especially when the car is carrying more than one person, and creating more opportunities for parking is likely to promote more car travel, not lessen it.

I contend that in an attempt to try and please as many people as possible, consideration be given that street parking should cease at midday, and definitely no later than 1 pm.

I note that there does not appear to be either any form of impact assessment, or any climate & environmental assessments in the bundle accompanying these proposals, and wish to know why not? How do these proposals comply with LBH’s climate change emergency plan when they appear to actively encourage a greater use of private cars at the expense of active travel & greater use of sustainable public transport of which there are 4 bus routes (29, 141, 341, & W5), 2 railway stations (Green Lanes & Hornsey), and 2 tube stations, (Manor House & Turnpike Lane).

I would urge the panel to reconsider and amend the proposals before implementing them.

With regards,

Pemberton Road

Submission 3:

Re: Proposed Sunday Parking Controls & Charges for “Stop & Shop” Green Lanes A - 6 October 2021

It is my contention that proposals to impose charges for parking during the hours of 9am - 7pm, & 9am - 5pm on Sundays in the Stop & Shop parking zones within the Green Lane A & Outer Wood Green Zones with reference to Green Lanes, A105, will promote neither active travel, nor encourage greater use of sustainable public transport, nor improve air quality and the Statement of Reasons, (SoR), do not support the proposals.

“...the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles.” (T43 - SoR)

Appendix D - Statutory consultation submissions

Green Lanes is not wide enough to support parking on each carriageway simultaneously plus free flowing traffic in both directions for bicycles, public transport, cars & vans throughout the morning and afternoon.

“The setting of parking charges is a function which, like other functions under the RTRA, must be exercised in accordance with section 122 of the RTRA, to secure the expeditious, convenient and safe movement of vehicular and other traffic including pedestrians...,” (T43 - SoR)

As a resident in close proximity to Green Lanes, my lived experience at weekends is that the high street suffers its worst congestion on Saturdays & Sundays. The result of on-street parking is to reduce the flow of traffic to a crawl in one lane in each direction. This fills the air with fumes and small particulate matter from continuous braking & acceleration at yellow box junctions and pedestrian crossings and traffic lights.

“When exercising this function, the Council must have regard to the Mayor of London’s Transport Strategy as provided by sections 142 and 144(1)(a) Greater London Authority Act 1999. That strategy emphasises the importance of reducing emissions and improving air quality”. (T43 - SoR)

It must be remembered that many people and their families live in the flats above the businesses, and the weekends, especially Sundays are the times when they might reasonably be expected to be in their flats, and deserving of clean, healthy air. A similar argument can be made for the experience of pedestrians, also.

A moderate parking charge will not encourage anybody to take sustainable transport that is unable to move faster than a crawl, especially when the car is carrying more than one person and creating more opportunities for parking is likely to promote more car travel, not lessen it.

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I would urge the panel to reconsider and amend the proposals before implementing them.

Burgoyne Road.

Submission 4:

Re: Proposed Sunday Parking Controls & Charges for “Stop & Shop” Green Lanes A - 6 October 2021

It is my contention that proposals to impose charges for parking during the hours of 9am - 7pm, & 9am - 5pm on Sundays in the Stop & Shop parking zones within the Green Lane A & Outer Wood Green Zones with reference to Green Lanes, A105, will promote neither active travel, nor encourage greater use of sustainable public transport, nor improve air quality and the Statement of Reasons, (SoR), do not support the proposals.

“...the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles.” (T43 - SoR)

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“The setting of parking charges is a function which, like other functions under the RTRA, must be exercised in accordance with section 122 of the RTRA, to secure the expeditious, convenient and safe movement of vehicular and other traffic including pedestrians...,” (T43 - SoR)

As a resident in close proximity to Green Lanes, my lived experience at weekends is that the high street suffers its worst congestion on Saturdays & Sundays. The result of on-street parking is to reduce the flow of traffic to a crawl in one lane in each direction. This fills the air with fumes and small particulate matter from continuous braking & acceleration at yellow box junctions and pedestrian crossings and traffic lights.

“When exercising this function, the Council must have regard to the Mayor of London’s Transport Strategy as provided by sections 142 and 144(1)(a) Greater London Authority Act 1999. That strategy emphasises the importance of reducing emissions and improving air quality”. (T43 - SoR)

It must be remembered that many people and their families live in the flats above the businesses, and the weekends, especially Sundays are the times when they might reasonably be expected to be in their flats, and deserving of clean, healthy air. A similar argument can be made for the experience of pedestrians, also.

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I note that there does not appear to be either any form of impact assessment, or any climate & environmental assessments in the bundle accompanying these proposals, and wish to know why not? How do these proposals comply with LBH’s climate change emergency plan when they appear to actively encourage a greater use of private cars at the expense of active travel & greater use of sustainable public transport of which there are 4 bus routes (29, 141, 341, & W5), 3 railway stations (Harringay Green Lanes, Harringay, & Hornsey), and 2 tube stations, (Manor House & Turnpike Lane).

I would urge the panel to reconsider and amend the proposals before implementing them.

Submission 5:

I'd like to commend on these parking changes.

I'm concerned that your stated aims are wrong. I don't believe you can be looking to increase the turnover of parking spaces and try to encourage less car use.

I would really like to see reducing car use as the primary aim of these changes. Hence I would suggest, for instance, making parking charges 24/7 and drastically increasing the charging structure.

Thanks,

**HARINGEY COUNCIL – PUBLIC NOTICE
PROPOSED AMENDMENTS TO ON-STREET AND OFF-STREET PARKING
CHARGES AND INTRODUCTION OF SUNDAY PARKING CONTROLS AND
CHARGES**

The Haringey (Charged For Parking Places) (Amendment No. *) Order 202*
The Haringey (Off Street Parking Places) (Amendment No. *) Order 202*
**The Haringey (Free Parking Places, Loading Places and Waiting, Loading and
Stopping Restrictions) (Amendment No. *) Order 202***

T43

1. NOTICE IS HEREBY GIVEN that the Council of the London Borough of Haringey proposes to make the above-mentioned Orders under sections 35, 45, 46 and 124 of and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984, as amended.
2. The general effect of the Orders would be to: -
 - (a) introduce a surcharge for vehicles with diesel engines for on-street and off-street parking charges as detailed in the Schedule;
 - (b) introduce Sunday parking controls and charges into the car parks detailed in the Schedule;
 - (c) introduce Sunday parking controls and charges for on-street “Stop and Shop” parking places as detailed in the Schedule;
 - (d) formalise the currently informal situation regarding the purchasing of units of parking time at “Pay by Phone” parking places whereby parking time is purchased in units of 15 minutes
3. Copies of the proposed Orders, and of the Council’s statement of reasons for making the Orders, may be inspected during normal office working hours until the end of a period of 6 weeks from the date on which the Orders are made or the Council decides not to make the Orders, at the reception desk, Alexandra House, 10 Station Road, Wood Green, N22 7TR by appointment only, or can be viewed online at www.haringey.gov.uk/traffic_orders.
4. Any person desiring to object to the proposed Orders or make other representation should send a statement in writing of either their objection and the grounds thereof or of their representation to the Traffic Management Group, River Park House, 1st floor, 225, High Road, Wood Green, N22 8HQ or to traffic.orders@haringey.gov.uk within 21 days from the date of this Notice.

Dated 6th October 2021

Ann Cunningham
Head of Highways and Parking

SCHEDULE

1. Proposed introduction of diesel surcharges for on-street short-term parking places

Tariff Band	Existing Charge per Hour	Proposed Charge Including 25% Surcharge for Diesel Vehicles
Tariff Band 1	£3.30	£4.13
Tariff Band 2	£2.10	£2.63
Tariff Band 3	£1.30	£1.63

2. Proposed introduction of diesel surcharges for on-off street long-term parking places

Off Street Car Parks Season Ticket Permits	Existing Charge	Proposed Charge Including 25% Surcharge for Diesel Vehicles
Crouch Hall Road - Annual	£265.00	£331.25
Summerland Gardens - Annual	£265.00	£331.25
Westerfield Road - Annual	£265.00	£331.25
Bury Road - Quarterly	£78.00	£97.50
Bury Road - Annual	£299.90	£374.88
Brunswick Road - Annual	£159.30	£199.13
Stoneleigh Road (A, B & C) - Annual	£162.50	£203.13
Lawrence Road - Annual	£1,190.35	£1,487.94

3. Proposed introduction of diesel surcharges for off-street short-term parking places

Off-Street Car Parks Short-Term Parking Charges			
Car Park	Staying Periods	Existing Charge	Proposed Charge Including 25% Surcharge for Diesel Vehicles
Brunswick Road Car Park	Up to 1 hour	£1.25	£1.56
	1 to 3 hours	£2.40	£3.00
	3 to 4 hours	£3.80	£4.75
	Over 4 hours	£7.20	£9.00
Bury Road Car Park	All day parking (before 10 a.m. arrival)	£2.30	£2.88
	All day parking-Sunday	£1.05	£1.31
	All day parking-Sunday	£1.25	£1.56
	Up to 1 hour	£2.40	£3.00
	1 to 3 hours	£3.80	£4.75
	3 to 4 hours	£7.20	£9.00
	Over 4 hours		

Appendix E - Statutory consultation notice of proposal

Car Park	Staying Periods	Existing Charge	Proposed Charge Including 25% Surcharge for Diesel Vehicles
Crouch Hall Road Car Park	Up to 1 hour 1 to 3 hours 3 to 4 hours Over 4 hours	£1.25 £2.40 £3.80 £7.20	£1.56 £3.00 £4.75 £9.00
Garman Road Car Park	Up to 1 hour 1 to 3 hours 3 to 4 hours Over 4 hours	£1.25 £2.40 £3.80 £7.20	£1.56 £3.00 £4.75 £9.00
Somerset Road Car Park	Up to 1 hour	£1.25	£1.56
Stoneleigh Road A, B & C Car Parks	Up to 1 hour 1 to 3 hours 3 to 4 hours Over 4 hours	£1.25 £2.40 £3.80 £7.20	£1.56 £3.00 £4.75 £9.00
Summerland Gardens Car Park	Up to 1 hour 1 to 3 hours 3 to 4 hours Over 4 hours	£1.25 £2.40 £3.80 £7.20	£1.56 £3.00 £4.75 £9.00
Westerfield Road Car Park	Up to 1 hour 1 to 3 hours 3 to 4 hours Over 4 hours	£1.25 £2.40 £3.80 £7.20	£1.56 £3.00 £4.75 £9.00
Lawrence Road Car Park	Up to 1 hour 1 to 3 hours 3 to 4 hours Over 4 hours	£1.25 £2.40 £3.80 £7.20	£1.56 £3.00 £4.75 £9.00

4. Proposed introduction of Sunday parking controls and charges into off-street car parks

Car Park	Existing Charging Days and Hours	Proposed Charging Days and Hours	Sunday Charge
Brunswick Car Park N15	Mon-Sat 08:00-18:30	Mon-Sun 08:00-18:30	£2.00 all day
Bury Road Car Park N22	Mon-Sat 08:00-20:15 Sun 11:00-17:15	No change	£2.00 all day
Crouch Hall Road Car Park N8	Mon-Sat 08:00-18:30	Mon-Sun 08:00-18:30	£2.00 all day
Garman Road Car Park N17	Mon-Fri 08:30-18:30 Event Days: Mon-Fri 08:00-20:30 Sat: 08:00-20:00 Sun: 12:00-20:00	Mon-Sun 08:30-18:30 Event Days: Mon-Fri 08:00-20:30 Sat: 08:00-20:00 Sun: 08:30-20:00	£2.00 all day

Appendix E - Statutory consultation notice of proposal

Car Park	Existing Charging Days and Hours	Proposed Charging Days and Hours	Sunday Charge
Lawrence Road Car Park N15	Mon-Sat 08:00-18:30	Mon-Sun 08:00-18:30	£2.00 all day
Somerset Road Car Park N17	Mon-Fri 07:30-08:30 & 17:30-18:30	No Change	No change
Stoneleigh Road Car Park A N17	Mon-Sat 08:00-18:30	Mon-Sun 08:00-18:30	£2.00 all day
Stoneleigh Road Car Park B N17	Mon-Sat 08:00-18:30	Mon-Sun 08:00-18:30	£2.00 all day
Stoneleigh Road Car Park C N17	Mon-Sat 08:00-18:30	Mon-Sun 08:00-18:30	£2.00 all day
Summerland Gardens Car Park	Mon-Sat 08:00-18:30	Mon-Sun 08:00-18:30	£2.00 all day
Westerfield Road Car Park N15	Mon-Sat 08:00-18:30	Mon-Sun 08:00-18:30	£2.00 all day

5. Proposed introduction of Sunday parking controls and charges for “Stop and Shop” on-street parking places

Area	Revised Zone Names	Existing Operational Days and Hours	Proposed Operational Dates and Hours
Bounds Green East	335-341 High Road N22	Mon-Sat 10:00-16:00	Mon-Sat 10:00-16:00 Sun 07:00-19:00
Crouch End Stop and Shop	Broadway Parade, Tottenham Lane N8 (outside No. 37)	Mon-Sat 09:30-18:30	Mon-Sun 09:30-18:30
	Crouch End Hill N8	Mon-Sat 10:00-16:00	Mon-Sun 10:00-16:00
	Crouch End Hill N8 (Opposite No. 10 and No. 54)	Mon-Sat 09:30-17:00	Mon-Sun 09:30-17:00
	Crouch End Hill N8 (Outside No. 10 and No. 54)	Mon-Sat 09:30-17:00	Mon-Sun 09:30-17:00
	Edison Road N8	Mon-Sat 09:30-17:00	Mon-Sun 09:30-17:00
	Elder Avenue N8	Mon-Sat 09:30-18:30	Mon-Sun 09:30-18:30
	Middle Lane N8 (Outside No. 14)	Mon-Sat 09:30-17:00	Mon-Sun 09:30-17:00
	Shanklin Road N8	Mon-Sat 09:30-17:00	Mon-Sun 09:30-17:00
	The Broadway N8	Mon-Sat 10:00-16:00	Mon-Sun 10:00-16:00
	Topsfield Parade, Tottenham Lane N8 (Outside No. 46)	Mon-Sat 08:00-17:00	Mon-Sun 08:00-17:00
	Tottenham Lane N8 (Outside No. 161)	Mon-Sat 09:30-17:00	Mon-Sun 09:30-17:00
	Tottenham Lane N8 (Outside No. 147)	Mon-Sat 09:30-18:30	Mon-Sun 09:30-18:30

Appendix E - Statutory consultation notice of proposal

Area	Revised Zone Names	Existing Operational Days and Hours	Proposed Operational Dates and Hours
	Weston Park N8	Mon-Sat 10:00-17:00 Mon-Fri 12:00-14:00	Mon-Sun 10:00-17:00 Mon-Sun 12:00-14:00
Green Lanes A	Green Lanes (Gardens) N4/N8	Mon-Fri 10:00-19:00 Sat 09:00-19:00	Mon-Fri 10:00-19:00 Sat and Sun 09:00-19:00
	Green Lanes (Ladders) N4/N8	Mon-Fri 07:00-16:00 Sat 09:00-17:00	Mon-Fri 07:00-16:00 Sat and Sun 09:00-17:00
Highgate	Highgate High Street N8	Mon-Fri 10:00-12:00	No change
Hornsey Stop and Shop	High Street Hornsey North Side N8	Mon-Sat 10:00-16:00	Mon-Sun 10:00-16:00
	High Street Hornsey South Side N8	Mon-Sat 08:00-18:00	Mon-Sun 08:00-17:00
	Middle Lane N8	Mon-Sat 08:00-18:30	Mon-Sun 08:00-18:30
Muswell Hill Stop and Shop	Dukes Avenue N10	Mon-Sat 09:30-17:00 Mon-Fri 09:30-17:00	Mon-Sun 09:30-17:00 Mon-Sun 09:30-17:00
	Fortis Green Road N10	Mon-Sat 09:30-17:00	Mon-Sun 09:30-17:00
	Muswell Hill Broadway N10	Mon-Sat 08:00-18:30	Mon-Sun 08:00-18:30
	Muswell Hill Broadway N10 (outside No. 464)	Mon-Fri 10:00-18:30 Sat 08:00-18:30	Mon-Fri 10:00-18:30 Sat and Sun 08:00-18:30
	Muswell Road N10	Mon-Sat 09:30-17:00	Mon-Sun 09:30-17:00
	Princess Avenue N10	Mon-Sat 09:30-17:00	Mon-Sun 09:30-17:00
	Queens Avenue N10	Mon-Sat 09:30-17:00	Mon-Sun 09:30-17:00
	St. James's Lane N10	Mon-Sat 09:30-17:00	Mon-Sun 09:30-17:00
Stop and Shop (other)	Summerland Gardens N10	Mon-Sat 08:00-18:30	Mon-Sun 08:00-18:30
	Commerce Road N22	Mon-Sat 08:00-18:30	Mon-Sun 08:00-18:30
	Glenwood Road N15	Mon-Fri 08:00-18:30	Mon-Sun 08:00-18:30
	High Road N22	Mon-Sat 09:30-16:30	Mon-Sun 09:30-16:30
	Honeysett Road N17	Mon-Sun 08:00-18:30	No change
	Lyndhurst Road N22	Mon-Sat 09:30-16:30	Mon-Sun 09:30-16:30
	Marlborough Road N22	Mon-Sat 09:00-18:00	Mon-Sun 09:00-18:00
	Myddleton Road N22	Mon-Sat 09:00-18:00	Mon-Sun 09:00-18:00
	Nightingale Road N22	Mon-Sat 08:00-18:00	Mon-Sun 08:00-18:00
	Philip Lane N15	Mon-Fri 08:00-18:30	Mon-Sun 08:00-18:30
	Reform Row N17	Mon-Sat 08:00-18:30 Event Days: Mon-Fri 08:00-18:30 Sat & Sun 08:00-20:00	Mon-Sun 08:00-18:30 Event Days: Mon-Fri 08:00-18:30 Sat & Sun 08:00-20:00
Tottenham Event Day	High Road N17	Mon-Sat 13:00-19:00 Mon-Fri 07:00-13:00 Sat 07:00-19:00	Mon-Sat 13:00-19:00 Sun 07:00-19:00 Mon-Fri 07:00-13:00 Sat and Sun 07:00-19:00

Appendix E - Statutory consultation notice of proposal

Area	Revised Zone Names	Existing Operational Days and Hours	Proposed Operational Dates and Hours
Tottenham Lane Stop and Shop	Tottenham Lane N8	Mon-Sat 08:00-18:30 Mon-Sat 09:30-16:30	Mon-Sun 08:00-18:30 Mon-Sun 09:30-16:30
Tottenham North	High Road N17	Mon-Sat 07:00-19:00	Mon-Sun 07:00-19:00
	Love Lane N17	Mon-Sat 08:00-18:30	Mon-Sun 08:00-18:30
	William Street N17	Mon-Sat 08:00-18:30	Mon-Sun 08:00-18:30
Turnpike Lane Stop and Shop	Turnpike Lane N8	Mon-Sat 09:00-18:00	Mon-Sun 09:00-18:00
West Green Stop and Shop	West Green Road N15	Mon-Sat 08:00-18:30	Mon-Sun 08:00-18:30
Wood Green Outer	Green Lanes N8	Mon-Sat 07:00-19:00	Mon-Sun 07:00-19:00
Wood Green Stop and Shop	Lordship Lane N22	Mon-Sat 08:00-18:30 Mon-Sat 09:30-18:30	Mon-Sun 08:00-18:30 Mon-Sun 09:30-18:30
Woodside West	High Road N22 (opposite No. 292)	Mon-Sat 10:00-16:00	Mon-Sat 10:00-16:00 Sun 07:00-19:00