

## **NOTICE OF MEETING**

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# **Special Overview and Scrutiny Committee**

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TUESDAY, 13TH FEBRUARY, 2007 at 19:30 HRS - CIVIC CENTRE, HIGH ROAD, WOOD GREEN, N22 8LE. **PLEASE NOTE START TIME**

MEMBERS: Councillors Bull (Chair), Cooke (Vice-Chair), Bevan, Davies, Jones, Newton and Winskill

Co-Optees: Mr B. Aulsberry and Mrs. I. Shukla (REJCC non-voting representatives), Ms. C. Bhagwandeem plus 2 Vacancies (parent governors), L. Haward plus 1 Vacancy (church representatives)

## **AGENDA**

### **1. WEBCASTING**

**Please note:** This meeting may be filmed for live or subsequent broadcast via the Council's internet site - at the start of the meeting the Chair will confirm if all or part of the meeting is being filmed. The images and sound recording may be used for training purposes within the Council.

Generally the public seating areas are not filmed. However, by entering the meeting room and using the public seating area, you are consenting to being filmed and to the possible use of those images and sound recordings for webcasting and/or training purposes.

If you have any queries regarding this, please contact the Committee Clerk at the meeting.

### **2. APOLOGIES FOR ABSENCE**

### **3. 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 judgement of the public interest.

#### **4. URGENT BUSINESS**

The Chair will consider the admission of any late items of urgent business. (Late items will be considered under the agenda item where they appear. New items will be dealt with at item below. New items of exempt business will be dealt with at item below).

#### **5. CALL-IN OF THE EXECUTIVE DECISION RELATING TO REVIEW OF PARKING FEES AND CHARGES (PAGES 1 - 40)**

- i) Report of the Monitoring Officer
- ii) Report of the Interim Director of Urban Environment  
**TO FOLLOW**
- iii) Appendix (For information only):
  - a) Copy of the 'call in'
  - b) Draft minutes of meeting of the Executive of 23 January 2007  
(Subject to confirmation by the Executive)
  - c) Parking Charges report from the Executive of 23 January 2007

A decision on the above item was taken by the Executive on 23 January 2007. The decision has been called in, in accordance with the provisions set out in the Constitution, by Councillors Newton, Oakes, Hoban, Oatway and Whyte.

The Overview and Scrutiny Committee is requested to decide what further action it wishes to take regarding the Call In.

The Overview and Scrutiny Committee may deal with the Call-In in one of three ways:

- i) The Overview and Scrutiny Committee may decide not to take any further action, in which case the decision is implemented immediately.
- ii) The Overview and Scrutiny Committee may decide to refer the decision back to the decision taker, in which case the decision taker **has 5 working days** to reconsider the decision before taking a final decision.
- iii) The Overview and Scrutiny Committee may decide to refer the decision to Full Council.

It is proposed that consideration of this item be structured as follows:

- (i) A brief outline by the above Members on the reasons for the Call In.
- (ii) Response by the Executive Member for Environment.
- (iii) Debate by Members on action to be taken.
- (iv) Decision.

Note: Under Standing Order 32.6 no other business shall be considered at the meeting.

Yuniea Semambo  
Head of Member Services  
River Park House  
225 High Road  
Wood Green  
London N22 8HQ

Jeremy Williams  
Principal Committee Co-Ordinator  
Tel: 020-8489 2919  
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Email: [Jeremy.williams@haringey.gov.uk](mailto:Jeremy.williams@haringey.gov.uk)

5 February 2007

**Special Overview and Scrutiny Committee on 13 February 2007**

Report Title: **Monitoring Officer's Report on the Call-In of a Decision taken by The Executive on 23 January 2007 recorded at minute TEX 148**

Forward Plan reference number (if applicable): **N/A**

Report of: **The Monitoring Officer and Head of Legal Services**

Wards(s) affected: **All**

Report for: **Consideration by Overview and Scrutiny Committee**

**1. Purpose**

1.1 To advise the Overview and Scrutiny Committee whether or not the decision taken by The Executive on 23 January 2007 on the Review of Parking Fees and Charges and minuted at TEX 148 falls inside the Council's policy or budget framework

**2. Recommendations**

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

Report Authorised by:



Davina Fiore, Monitoring Officer and Head of Legal Services

**Contact Officer:** Terence Mitchison, Senior Project Lawyer, Corporate  
[Terence.mitchison@haringey.gov.uk](mailto:Terence.mitchison@haringey.gov.uk) 8489-5936

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

3.1 The following background papers were used in the preparation of this report:

The Council's Constitution

The report on the Review of Parking Fees and Charges to The Executive meeting on 23 January 2007

#### **4. Background**

- 4.1 In order for a decision to be outside the policy framework, it would have to be contrary to, or inconsistent with, a policy set out in Part F.6 of the Constitution which is "The Budget and Policy Framework Schedule". Among these framework policies are "over-arching" strategies such as the Community Strategy. The Council's Constitution itself is part of the framework that must be complied with. A decision would be outside the budget framework if it necessarily resulted in expenditure exceeding an agreed budget. Decisions must, of course, comply with the relevant legislation.
- 4.2 Under the Call-In procedure set out in Part I.3 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 budget/policy framework. Members requesting a Call-In must give reasons for it and outline an alternative course of action. In other words, it is not necessary for a valid Call-In to claim that The Executive acted outside its powers. It is sufficient to allege that the original decision was ill-advised.

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

- 5.1 The Call-In form states, under the first heading, that the original decision of The Executive "is not claimed to be outside the budget/policy framework". The Monitoring Officer agrees with this.
- 5.2 In order that Members of OSC should be fully advised, the Monitoring Officer has also commented on two other issues raised by the Call-In which are (i) public consultation and (ii) referring the decision to full Council.
- 5.3 The Call-In form continues by criticising the extent of the public consultation that preceded the original decision. It appears to attack the absence of a full "informal" consultation of local residents that is often undertaken to assess local opinion on new traffic schemes before proceeding to "statutory" consultation.
- 5.4 The original decision of The Executive was to commence "statutory" consultation under the provisions of the Road Traffic Regulation Act 1984 and the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996. This "statutory" consultation, as the name implies, constitutes the complete procedures required by the relevant legislation just mentioned. This will include a notice of the proposals in the local press and the official London Gazette, notices attached to street furniture in the roads affected and the placing of the full proposals on deposit for public inspection in Council offices. Compliance with these procedures is therefore sufficient, legally. There is no legal requirement for any other "informal" public consultation.
- 5.5 The Call-In form states, under the second heading, that "the decision is properly the prerogative of the whole Council". However, all decisions under the above legislation are "executive" functions. Any decision on a Traffic Order subject to objections must be taken by The Executive rather than full Council. This does not prevent OSC from referring the matter to full Council for consideration in accordance with paragraph 6.3 (iii) below but it should be noted that full Council cannot actually take the decision.

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

- 6.1 The rules governing the Call-In procedure are set out in Part I.3 of the Council's Constitution. Once a Call-In request has been validated and notified to the Chair of Overview and Scrutiny Committee (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 The Monitoring Officer must prepare a report (this report) to advise OSC whether or not the original decision was within the Council's policy framework. OSC Members must have regard to that report and any advice from the Monitoring Officer but Members themselves make the eventual determination as to whether the original decision was, in fact, within the policy framework.
- 6.3 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 Executive as the original decision taker. If this option is followed, The Executive 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 Executive for reconsideration.
- 6.4 If OSC Members determine that the original decision was outside the policy framework, the Committee must refer the matter back to The Executive with a request to reconsider it on the grounds that it is incompatible with the policy framework.
- 6.5 In that event, The Executive 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 Executive was inside the Council's policy framework.

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

- 8.1 Not applicable.

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**'CALL IN' OF DECISIONS OF THE EXECUTIVE**

This form is to be used for the 'calling in' of decisions of the above bodies, in accordance with the procedure set out in Section I.3 of the Constitution.

<b>TITLE OF MEETING</b>	The Executive
<b>DATE OF MEETING</b>	27 <sup>th</sup> January 2007
<b>MINUTE No. AND TITLE OF ITEM</b>	TEX 148 Review Of Parking Fees and Charges

**1. Reason for Call-In/Is it claimed to be outside the policy or budget framework?**


The proposal is not claimed to be outside the budget/policy framework, However:

- It is unacceptable that Council does not propose to fully consult local residents before proceeding to statutory consultation on this matter. In the absence of such a proper public debate, consideration by the Overview and Scrutiny is therefore essential
- The council has brought disrepute onto its existing consultations on controlled parking, given that an entirely different regime of charges has been proposed to residents only weeks ago.
- The report agreed by the executive contains serious factual errors that the Committee needs to consider
- The banding scheme proposed will create confusion and limit potential environmental benefits and must be reconsidered.
- The charges will fall only on certain parts of the borough, and disproportionately on those areas with lower incomes





## 2. Variation of Action Proposed

- The decision is properly the prerogative of the whole council, and the Overview and Scrutiny Committee should therefore exercise its Scrutiny powers to refer the decision to Full Council
- As there has not been sufficient time for members of the public and councillors to consider the effect of these far reaching proposals, a full public consultation exercise is needed to ensure the widest possible support, to make fully public the impact of these proposals, and to identify deficiencies in the way the proposals have been drafted and to seek improvements.
- Full public consultation should also be accompanied by a scrutiny review on the issue and should consider; the precise definition of the bands and their impact on emission savings; the likely progressivism of the tax, potential differences between its operation in Haringey and other boroughs which have considered the matter in greater depth. Only after this process should the council bring forward revised proposals.

### Signed:

Councillor:  (Please print name): MARTIN NEWTON

### Countersigned:

1. Councillor:  (Please print name): JOAN L-OAKES
2. Councillor:  (Please print name): W. HOBAN
3. Councillor:  (Please print name): SUSAN CANNA
4. Councillor:  (Please print name): MONICA WHYTE

Date Submitted: 1 February 2007

### Date Received :

(to be completed by the Non Executive Committees Manager)

1 February 2007 @ 9.05am

### Notes:

1. Please send this form to:  
Clifford Hart (on behalf of the Proper Officer)  
Non Executive 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 Executive 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 EXECUTIVE  
TUESDAY, 23 JANUARY 2007**

Councillors \*Meehan (Chair), \*Reith (Vice Chair), \*Amin, \*Basu, \*Canver, \*Diakides, \*Haley, \*B.Harris, \*Mallett and \*Santry.

\*Present

Also Present: Councillors Bull and Williams.

MINUTE NO.	SUBJECT/DECISION	ACTION BY
TEX143.	<p><b>MINUTES</b> (Agenda Item 4)</p> <p><b>RESOLVED:</b></p> <p>That, subject to Councillor Wilson being added to those Members who were also present; to the declaration of a personal interest made by Councillor Santry by virtue of being a Governor of Welbourne Primary School recorded under Minute TEX 135 Admissions to Schools – Approval to Consult being moved to under Minute TEX134 Delivering Early Childhood Services in Haringey: Meeting the Challenge of the Childcare Act, 2006 and to the penultimate paragraph of the preamble to Minute TEX 135 being amended to read ‘Concern having been expressed about the proposals from the Fortismere Governing Body for sixth form admission arrangements for the 2008/09 school year, we were advised that while the Council would consult on the proposals it did not necessarily support them. There would be a press release which invited people to comment and that following the consultation the Schools Admissions Forum (SAF) would consider and advise and the matter would return to the Executive for decision’ the minutes of the Executive held on 19 December 2006 be approved and signed.</p>	HMS
TEX144.	<p><b>DEPUTATIONS/PETITIONS/QUESTIONS/PRESENTATIONS</b> (Agenda Item 7)</p> <p><u>Local Government Ombudsman</u></p> <p>We received a presentation from Tony Redmond, Chairman and Chief Executive of the Commission for Local Administration in England and noted the following –</p> <ul style="list-style-type: none"> <li>• The role of the Local Government Ombudsman</li> <li>• Number of Complaints Received (London Boroughs)</li> <li>• Number of Complaints Received (Haringey)</li> <li>• Number of Cases Determined (London Boroughs)</li> <li>• Number of Cases Determined (Haringey)</li> <li>• Special Subject Reports</li> <li>• Governance and Partnerships</li> <li>• Future Developments</li> </ul>	

**MINUTES OF THE EXECUTIVE  
TUESDAY, 23 JANUARY 2007**

	Having answered questions which we put to him, our Chair thanked Mr Redmond for his attendance and, arising from his comments about the Council's performance and the good working relationship which existed between his office and the Council, we asked that our thanks be recorded to staff for Haringey's achieving the second best average response time to formal complaints in London.	
<b>TEX145.</b>	<p><b>PROGRAMME HIGHLIGHT REPORT - NOVEMBER 2006</b> (Report of the Chief Executive - Agenda Item 7)</p> <p><b>RESOLVED:</b></p> <p>That the report be noted.</p>	
<b>TEX146.</b>	<p><b>THE COUNCIL'S PERFORMANCE - NOVEMBER 2006</b> (Joint Report of the Chief Executive and the Acting Director of Finance - Agenda Item 8)</p> <p>Concern having been expressed about the performance in respect of the Customer Focus indicators, we agreed that a feedback report including an improvement plan be made to the Overview and Scrutiny Committee in relation to the review of customer services.</p> <p><b>RESOLVED:</b></p> <ol style="list-style-type: none"> <li>1. That the report be noted.</li> <li>2. That approval be granted to the virements as set out in section 14 of the interleaved report.</li> </ol>	<p>ACE-PPPC</p> <p>DF</p>
<b>TEX147.</b>	<p><b>FINANCIAL PLANNING 2007/8 TO 2009/10</b> (Report of the Acting Director of Finance - Agenda Item 9)</p> <p>Our Chair agreed to accept the report as urgent business. The report was late because of the need to complete necessary consultations. The report was too urgent to await the next meeting because decisions were required before the Council meeting on 5 February.</p> <p>We noted that, with regard to pest control charges, consideration had been given to people's ability to pay but that a flat rate charge had been preferred. We also noted that, in respect of Item no. 155 in Appendix E - the proposed merger of the Winkfield Road and the Haven Road Centres, we agreed that officers carry out an early review of Day Care provision to determine whether the buildings were the most appropriate way of delivering these services. With regard to item 160 in Appendix E – Implementing the charging policy we were informed that the charges for those social services which were to be increased over time would be phased over a period of up to 3 years.</p> <p>We were advised that the impact of the proposed deletion of two scale 3/4 administration posts in Benefits and Local Taxation would be minimised by the introduction of new technology and would not affect benefit take up rates. Also, although proposed efficiencies to the</p>	DACC

**MINUTES OF THE EXECUTIVE  
TUESDAY, 23 JANUARY 2007**

	<p>Community Clean Up Scheme would have to be made the basic core service would be protected and there was to be investment in street cleansing.</p> <p>We were informed that, with regard to a replacement Telephone System, the existing telephone system was due for an upgrade by 2009/10 and officers would be consulting with other authorities including Lambeth Council and Birmingham City Council whom had recently upgraded their systems. All proposals involving IT upgrades, including a replacement telephone system, would have to be accompanied by business cases and would require our approval.</p> <p><b>RESOLVED:</b></p> <ol style="list-style-type: none"> <li>1. That approval be granted to the changes and variations set out in paragraph 9 and Appendix B to the interleaved report.</li> <li>2. That the outcome of the consultation processes as set out in paragraph 11 of the interleaved report be noted.</li> <li>3. That approval be granted to the new savings and investment proposals set out in paragraphs 12 and 13 and Appendices D and E to the interleaved report.</li> <li>4. That approval be granted to the proposals for the children's services Dedicated Schools Grant (DSG) budget set out in Appendix F to the interleaved report.</li> <li>5. That approval be granted to the proposals for the Housing Revenue Account (HRA) budget set out in appendix G.</li> <li>6. That approval be granted to the proposals for the capital programme set out in Appendices H and J to the interleaved report.</li> <li>7. That approval be granted to the treasury management strategy and policy and prudential limits set out in Appendix K to the interleaved report.</li> <li>8. That, subject to the final settlement and the decisions of precepting and levying authorities and the consequences for council tax levels, approval be granted to the proposed general fund budget requirement of £384.602 million,</li> <li>9. That it be noted that the final decision on budget and council tax for 2007/08 would be made at the Council meeting on 19 February 2007.</li> </ol>	<p>DF</p> <p>DF</p> <p>DF</p> <p>DF</p> <p>DF</p> <p>DF</p> <p>DF</p> <p>HMS – Report to Cncl</p>
<b>TEX148.</b>	<p><b>REVIEW OF PARKING FEES AND CHARGES</b> (Report of the Interim Director of Environmental Services - Agenda Item 10)</p> <p>Our Chair agreed to accept the report as urgent business. The report</p>	

**MINUTES OF THE EXECUTIVE  
TUESDAY, 23 JANUARY 2007**

	<p>was late because of the need to complete necessary consultations. The report was too urgent to await the next meeting because of the need to commence statutory consultation on the proposed fees and charges so that they can be implemented as soon as possible with a revised target date of 2 April 2007.</p> <p>Concern was expressed about the proposal to move straight to statutory consultation on the proposed new charges especially in the light of recent public consultation on proposed Compulsory Parking Zones (CPZ's) which had referred to the existing charges. With regard to the 13,500 permits issued per year, clarification was sought of what proportion this was of the total number of vehicles registered to residents of the Borough and whether a scheme such as that proposed would work in Haringey.</p> <p>We noted that the decision to go straight to statutory consultation was because systems were in place and, if the proposals were agreed a bid would be made for the necessary IT funds. The high number of unregistered vehicles in the Borough made it difficult to accurately estimate the proportion of permits issued in relation to the total number of vehicles but officers would respond to Councillor Williams based on the available data. Schemes like that now proposed were already in operation in a number of other authorities and although some areas of the Borough were not included in CPZ's the proposal was considered to be feasible. In response to a further question, it was confirmed that consideration of the possible effects on low income earners had been considered.</p> <p><b>RESOLVED:</b></p> <ol style="list-style-type: none"> <li>1. That officers be authorised to commence statutory consultation under the provisions of the Road Traffic Regulation Act 1984 and the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 on the proposed changes affecting fees and parking charges policy for residents' and visitors permits, disabled drivers badges, car parks and pay and display bays as summarised in the table attached as Appendix D to the interleaved report.</li> <li>2. That it be noted that a report on the responses to consultation together with information on any other relevant factors that Members should consider would be presented to a future meeting for decision..</li> <li>3. That the Director of Urban Environment be authorised to approve the Essential Permits Scheme being revised with the implementation of a new scheme in consultation with the Executive Member for Environment and Conservation.</li> </ol>	<p>DUR</p> <p>DUR</p> <p>DUR</p>
<b>TEX149.</b>	<b>COUNCIL'S COMMUNITY BUILDINGS PORTFOLIO</b> (Report of the Director of Corporate Resources - Agenda Item 11)	



**MINUTES OF THE EXECUTIVE  
TUESDAY, 23 JANUARY 2007**

	<p><b>RESOLVED:</b></p> <ol style="list-style-type: none"> <li>1. That the unsatisfactory position pertaining to the 44 buildings that were subject to varying terms of occupation and responsibility which had resulted in a general decline in the physical condition of the building stock be noted.</li> <li>2. That approval be granted to a policy framework for all future community use of Council buildings being linked to the Community Strategy objectives and occupation by community organisations in accordance with good asset management practice with the Council acting as an effective and socially responsible landlord.</li> <li>3. That approval be granted to the Heads of Terms and conditions for any new leases, as set out at Appendix 2 to the interleaved report be adopted and that officers be instructed to also seek to implement these standard terms and conditions on existing agreements as they were renewed, either by agreement or through negotiations, subject to there being no existing adverse financial considerations of so doing.</li> <li>4. That it be noted that under the terms of the proposed new lease the Council would retain responsibility for structural and external repairs and maintenance, which would enable better control over the condition of the properties.</li> <li>5. That the need for a dedicated post within Corporate Property Services to actively manage this portfolio and achieve the outcomes proposed in this report be noted and that to this effect the Head of Corporate Property Services had made a bid in the current business planning process.</li> <li>6. That approval be granted to officers taking action where it was considered that the Council was at risk due to the non compliance of tenants terms particularly in regard to Health &amp; Safety implications and to this effect a programme of joint inspections be set up with officers from Health and Safety, Voluntary Sector Team and Corporate Property Services.</li> <li>7. That further individual reports be brought back as required on individual Community Buildings where decisions were required as to future use, condition or management.</li> </ol>	<p>HP</p> <p>HP</p> <p>HP</p>
TEX150.	<p><b>HARINGEY HOUSING DIVERSITY AND EQUALITIES STRATEGIC FRAMEWORK</b> (Report of the Interim Director of Social Services and Housing - Agenda Item 12)</p> <p><b>RESOLVED:</b></p> <p>That approval be granted to the Housing Diversity &amp; Equalities Framework as set out as an Appendix to the interleaved report and to the Action Plan at Annexe D.</p>	<p>DACC</p>

**MINUTES OF THE EXECUTIVE  
TUESDAY, 23 JANUARY 2007**

<b>TEX151.</b>	<p><b>HARINGEY LOCAL AREA AGREEMENT 2007/2010</b> (Report of the Assistant Chief Executive Policy, Performance, Partnerships and Communications - Agenda Item 13)</p> <p><b>RESOLVED:</b></p> <ol style="list-style-type: none"> <li>1. That the final draft of Haringey's Local Area Agreement be noted.</li> <li>2. That authority to draft the final changes to the Local Area Agreement and the finalisation of the stretch targets be delegated to Assistant Chief Executive (Policy, Performance, Partnerships and Communications) in consultation with the Leader of the Council.</li> </ol>	ACE - PPPC
<b>TEX152.</b>	<p><b>DISCRETIONARY LICENSING IN THE PRIVATE RENTED SECTOR</b> (Report of the Interim Director of Urban Environment - Agenda Item 14)</p> <p><b>RESOLVED:</b></p> <ol style="list-style-type: none"> <li>1. That approval be granted to Myddleton Road being used as the pilot area for the introduction of discretionary licensing in Haringey.</li> <li>2. That, subject to the outcome of the detailed consultation, Interim Director of Urban Environment, submit a proposal for the designation of a scheme to the appropriate Government Authority, the Department of Communities and Local Government (DCLG).</li> </ol>	<p>DUR</p> <p>DUR</p>
<b>TEX153.</b>	<p><b>RECYCLING STRATEGY</b> (Report of the Interim Director of Urban Environment - Agenda Item 15)</p> <p>We noted that it was proposed to extend a pilot scheme in order to include collections to all Council housing estates over time and that the proposals would standardise recycling arrangements.</p> <p>We asked that an issues paper on the Waste Contract be submitted to the Executive Advisory Board within the next 2 months including on the lessons learned from the Council's contract with ACCORD.</p> <p><b>RESOLVED:</b></p> <ol style="list-style-type: none"> <li>1. That approval be granted to the Recycling Strategy as set out at Appendix A to the interleaved report and that it be reviewed and updated annually in consultation with the Executive Member for Environment and Conservation.</li> <li>2. That option 2 as set out in Section 7 of the interleaved report be adopted in order to deliver services capable of meeting the expectations of residents, achieve higher recycling rates and compliance with the EU Landfill Directive.</li> </ol>	<p>DUR</p> <p>DUR</p> <p>DUR</p>

**MINUTES OF THE EXECUTIVE  
TUESDAY, 23 JANUARY 2007**

<b>TEX154.</b>	<p><b>GROUNDWORK TRUST PARTNERSHIP</b> (Report of the Interim Director of Urban Environment - Agenda Item 16)</p> <p>We welcomed to our meeting Linnea Rainger from the Groundwork Trust. Arising from our consideration of the proposals we asked that a further report be made to us on monitoring arrangements.</p> <p><b>RESOLVED:</b></p> <ol style="list-style-type: none"> <li>1. That approval be granted to Groundwork's business plan proposal as set out as an Appendix to the interleaved report.</li> <li>2. That approval be granted to a 6 year partnership for agreement for the establishment of Groundwork North London.</li> </ol>	<p>DUR</p> <p>DUR</p> <p>DUR</p>
<b>TEX155.</b>	<p><b>URGENT ACTIONS IN CONSULTATION WITH THE LEADER OR EXECUTIVE MEMBERS</b> (Report of the Chief Executive - Agenda Item 17)</p> <p><b>RESOLVED:</b></p> <p>That the report be noted and any necessary action approved.</p>	
<b>TEX156.</b>	<p><b>DELEGATED DECISIONS AND SIGNIFICANT ACTIONS</b> (Report of the Chief Executive - Agenda Item 18)</p> <p><b>RESOLVED:</b></p> <p>That the report be noted and any necessary action approved.</p>	
<b>TEX157.</b>	<p><b>MINUTES OF SUB-BODIES</b> (Agenda Item 19)</p> <p><b>RESOLVED:</b></p> <p>That the minutes of the Procurement Committee held on 14 November 2006 be noted and any necessary action approved.</p>	
<b>TEX158.</b>	<p><b>NEW ITEM OF URGENT BUSINESS</b> (Agenda item 20)</p> <p>Andrew Travers</p> <p>We placed on record our thanks for the advice and support provided to the Executive by Andrew Travers, Director of Corporate Resources who would shortly be leaving the Council's service to take up a post with the London Development Agency.</p>	

GEORGE MEEHAN  
Chair

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Report Title: **Review of Parking Fees and Parking Charges Policy**

Forward Plan reference number (if applicable):

Report of: **Interim Director of Urban Environment**

Wards(s) affected: **All**

Report for: **Key**

### 1. Purpose

- 1.1 This report details a review of parking charges recommending changes to a number of fees and charges applied by the service. The report recommends the introduction of a new permit charging structure based on the CO<sub>2</sub> emissions of vehicles and a differential charging structure for second and subsequent permits. This change to the charging policy reflects the Council's commitment to reduce greenhouse gases that contribute to climate change.

### 2. Introduction by Executive Member (if necessary)

- 2.1 Haringey Council has recently signed the Nottingham Declaration, committing itself to take positive steps to reduce the impact of local green house gas emissions on climate change.

This report recommends a change to the Council's parking fees and parking charges policy, so to give an incentive for the use of vehicles with lower carbon dioxide emissions, and also to encourage increased use of public transport, cycling and walking.

These changes are a significant step forward towards making Haringey a cleaner and greener borough for everyone that lives and works here.

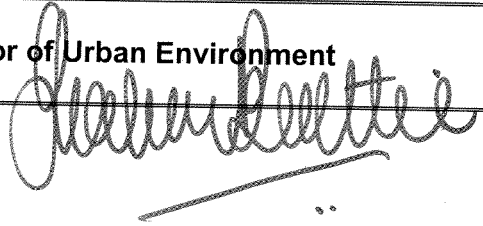
### 3. Recommendations

- 3.1 It is recommended that the Executive:
- (i) authorise officers to commence statutory consultation, under the provisions of the Road Traffic Regulation Act 1984 and the Local Authorities' Traffic Orders (Procedure) (England & Wales) Regulations 1996, on the proposed changes affecting fees and parking charges policy for residents' and visitors' permits, disabled drivers badges, car parks and pay & display bays as summarised in the table attached as 'appendix D';
  - (ii) note that a report on the responses to consultation together with information on any other relevant factors that members should consider will be presented to a future meeting of the Executive for decision; and

- (iii) agree that the Essential Permits Scheme be revised with the implementation of a new scheme, if approved by the Executive Member for Environment & Conservation, commencing in June 2007.

Report Authorised by: **Graham Beattie, Interim Director of Urban Environment**

Contact Officer: **Ann Cunningham, Head of Parking**



#### 4. Director of Finance Comments

- 4.1 As part of the budget setting process for 2006/7 to 2008/9, the Council agreed parking policy and investment proposals to deliver savings targets over the three year budget period totalling £1.44m. Critical policy and investment decisions agreed in principle by Members are included in the parking service business plan. These included a commitment to review parking fees and charges including permit charges in 2006/7, with an anticipated start date of 1 December 2006.
- 4.2 Members will be aware from the monthly performance and finance monitoring reports to Executive that delays to the implementation of CPZs and review of parking fees and charges will result in non-achievement of part year savings programmed for 2006/07 of approximately £0.5m. About half of this total is in relation to parking fees and charges which were originally scheduled to come in from 1 December 2006. One-off proposals to contain this shortfall in 2006/07 have been formulated and agreed.
- 4.3 This report is seeking confirmation from Members to proceed to statutory consultation on the proposed parking fees and charges, as detailed in appendix A, so that they can be implemented as soon as possible with a revised target date of 1 April 2007. The estimated full year additional income from these proposals is £575k per annum. Review of fees and charges is a very important element of the overall proposals to achieve the objectives of the parking service business plan and the agreed savings targets for future years. Failure to implement any of the policy and investment decisions previously agreed in principle will have substantial implications for the Council's medium term budget strategy.

#### 5. Head of Legal Services Comments

- 5.1 Legal implications are set out in the body of the report at paragraph 9. These summarise the statutory procedures which apply.

#### 6. Local Government (Access to Information) Act 1985

- 6.1 Mayor for London's Transport Strategy  
6.2 Council's Local Implementation Plan and Parking and Enforcement Plan  
6.3 Mayor for London's Air Quality Strategy

#### 7. Strategic Implications

- 7.1 Climate change is a global issue, which if not acted upon will have serious implications at a local level. Some of the effects of climate change are already noticeable such as warmer summers and winters with an associated reduction in rainfall resulting in water shortages in some parts of the country. Future concerns could see an increase in sea levels, damage to crops, a detrimental impact on wildlife, more intense floods, droughts & storms and harmful health effects such as an increase in cases of skin cancer.
- 7.2 In order to tackle climate change locally the Council has recently signed the Nottingham declaration where it has made a commitment to reduce greenhouse gases. As part of the measures associated with this obligation this report recommends the introduction of new parking charges policy, which will: -
  - encourage the use of vehicles with lower CO<sub>2</sub> emissions;
  - increase the use of alternatives modes of transport, such as, walking and cycling; and
  - promote the use of public transport.
- 7.3 Further the Council will develop its own 'green' staff travel plan, which will consider introducing incentives to use public transport or an allowance for cycling. The plan will also review staff parking arrangements in Council facilities and will incorporate changes made to the Essential Permit Scheme, following its imminent review, as suggested within this report.
- 7.4 Recommendations in this report support the Council policy on charging for allocating kerb space. On-street policies aim to prioritise spaces for residents, visitors' and business needs, encouraging a turnover of parking space. Proposals also support the Mayor of London's Air Quality Strategy and are consistent with the Mayor of London's transport strategy and the Council's Local Implementation Plan [LiP] and Parking and Enforcement Plan [PEP].
- 7.5 The number and type of permits issued by the Council can have a significant impact on parking demand across the borough. Parking permit policies can also influence car ownership patterns. Consequently, parking permits are a vital parking management tool.
- 7.6 The review recommends that the Council proceeds to statutory consultation on an emissions based charging structure for parking permits and a differential charging structure for second and subsequent permit per household to encourage the use of vehicles with lower CO<sub>2</sub> emissions.
- 7.7 The Council at present applies no charges for motorcycle parking within the borough. While there are no recommendations for change at this particular point, the environmental impact of larger motorcycles parking free of charge will be assessed in developing a policy on motorcycle parking, which will be presented to the Executive at some time in the future.
- 7.8 When considering disabled drivers' permits this report proposes charging a new administrative fee for Disabled Companion and Blue Badges. However, a key priority for the parking service is to continue to ensure access for disabled drivers and reducing abuse of disabled drivers' permits. To tackle these issues the parking service is undertaking a number of initiatives, including: -
  - looking at the infrastructure on street, in particular identifying and removing 'redundant' disabled bays which are no longer required by the original applicant; and
  - the introduction of an independent doctor's assessment panel for blue badge applications.
- 7.9 There are no proposals to change business or traders' permits as part of this review, as take up is relatively low and this scheme will be looked at in more detail in the coming year.

- 7.10 This review recommends changes to pay & display and car parks which will include a 'catch up' factor for inflation as there has been no increase in these charges since they were last reviewed in 2003.

## 8. Financial Implications

- 8.1 The estimated additional annual income generated as a result of these proposals which are subject to statutory consultation is £575,000. A break down of the component parts and its associated income is shown in Table 1 below: -

Table 1 - Review of Parking Charges - Additional Income

Charge	£'000s
Permit Charges	500
Pay and Display	60
Car Parks	15
<b>Total</b>	<b>575</b>

- 8.2 The number of permits issued per year is in the region of 13,500 of which an estimated 15% has been attributed to a second or subsequent permit. It is estimated that 760,000 x one hour permits will be issued of which 25% will be at the 50% discounted rate.
- 8.3 A number of proposals in this report were previously considered by the Council's Executive Advisory Board in January 2006.

## 9 Legal Implications

- 9.1 The Council introduces and maintains charges for on and off-street parking under the provisions of the Road Traffic Regulation Act 1984 as amended and the Road Traffic Act 1991.
- 9.2 In most cases Traffic Management Orders will be required in order to implement the decisions recommended.
- 9.3 The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 lays down the procedure to be followed before making an order. This imposes a legal obligation on the Council to conduct a Statutory Consultation to inform the public and other Statutory Consultees (such as the police) of its intentions.
- 9.4 A Notice containing particulars of the order will be published in the local press and the London Gazette. Notices will also be displayed in roads or other places affected by the Order. All documents will be available for public inspection.
- 9.5 The notice will have a 21-day consultation period providing for any interested party the opportunity to make representation regarding the proposals.
- 9.6 A report on the responses to consultation will be brought to a future meeting of the Executive for final decision.

## 10 Equalities Implications



- 10.1 Equalities issues have been taken into account in this report. The provision of concessionary visitor's permits ensures social inclusion, ensuring that vulnerable residents can be supported in their homes. The extension of hours of operation of the companion badge supports the needs of vulnerable disabled drivers.

## **11. Consultation**

- 11.1 No informal consultation will take place, however if Members agree to the recommendations contained within this report the process will move directly on to statutory consultation, as required by law, before considering any increase in charges for residents' permits, visitors' permits, car parks, pay & display and disabled drivers' badges.

## **12 Background**

- 12.1 This report considers a range of parking charges and charging structures, recommending changes in the following areas; residential and visitors permits, essential service permits, disabled badges, disabled companion badge, pay & display and car park charges. It also proposes that following this review, parking fees and charges should be reviewed annually and increased where appropriate in line with inflation.

- 12.2 In some cases it has been over six years since particular parking charges have been reviewed. A breakdown of the year in which these reviews were undertaken is shown below: -

- Essential Permit Scheme – 1999
- Residential Permits - 2002
- On and Off street charges and skip licences – 2003
- Business Permits - 2005

Contained within 'Appendix A' is a list of all existing charges applied by the service and the proposed changes contained within this report. The majority of the changes will be subject to statutory consultation and a further report to the Executive for decision.

- 12.3 When reviewing and setting parking fees and charges, consideration needs to be given to the following;
- Environmental impact in reducing greenhouse gases.
  - Whether there are any statutory or legal requirements that may effect the setting of fees.
  - Any service / corporate plan objectives directly related to fees.
  - Market conditions (i.e. comparator and competitor charges).
  - Impact of charges on relevant stakeholders.

- 12.4 Details of each of the proposed changes to the parking charges follows.

## **13.0 Residential Parking Permits**

- 13.1 Residential permit charges were last changed in 2002 and the current charge is £25.

- 13.2 It is proposed that the Council review the residential permit structure to take into account the emissions-based best practice model currently used by the DVLA, and introduce a sliding scale for the cost of parking permits encouraging the use of vehicles in lower CO<sub>2</sub> emission bands. A number of London boroughs have already adopted this charging structure to

achieve their own environmental aims and this is increasingly being considered as best practice.

- 13.3 Levels of car ownership within the borough often means that residents who have purchased parking permits find it difficult to find a space in their respective zone, and in particular near their home. To help address this it is recommended that an incremental charge be introduced for second and subsequent permits for each household. This approach is already well established in a number of London boroughs.
- 13.4 The DVLA banding is shown in 'Appendix B'. The proposed permit charging structure is based on the DVLA model with the number of charge bands reduced for administration purposes. The charging structure is as follows for vehicles registered on or after 23 March 2001; this also proposes an increase for second and subsequent permits per household:

Band	First permit [Annual]	Second and subsequent permit per household
1 (up to 100 CO <sub>2</sub> g/km)	£15	£15
2 ( 101-150 CO <sub>2</sub> g/km)	£30	£60
3 (151- 165 CO <sub>2</sub> g/km)	£60	£100
4 (166 CO <sub>2</sub> g/km and over)	£90	£150

*\* Vehicle registration documents verify CO<sub>2</sub> emissions a vehicle produces for vehicles produced on or after 23 March 2001.*

For vehicles registered before 23 March 2001, where CO<sub>2</sub> emissions are not documented, a charging structure based on the vehicles engine size is proposed:

Engine size	First permit [annual ]	Second and subsequent permit per household
1549cc or less	£30	£60
1550cc to 3000cc inclusive	£60	£100
3001cc and above	£90	£150

- 13.5 This charging structure will bring the Council more in line with other boroughs and involves a small increase on the current charge for those smaller or alternative fuel vehicles, with lower CO<sub>2</sub> emissions.
- 13.6 The Council should also introduce an administrative charge of £10 for issuing replacement permits in situations of lost or stolen permits or vehicle changes.
- 13.7 For comparison a table detailing residential permit charges in other boroughs is attached as Appendix C to this report.

#### 14.0 Visitors Permits

- 14.1 Residents are currently allowed 240 x two hours permits per annum. To manage parking demand on street, these permits are issued on a quarterly basis. The current charge is 15p per hour [sold as two hour permits at 30p each], with the concessionary charge at 15p per two hour permit.

- 14.2 Those charges are exceptionally low when considering demand for parking space within the borough. It is proposed that visitors permit charges be increased to 30p per hour. At present visitors permits are sold in two hour scratch cards only, and it proposed that the Council introduce a one hour scratch card. Concessionary rates would remain at a 50% discount, but that the concessionary entitlement, which is currently double the normal entitlement, will be reduced to the normal allocation of permits.

#### **15.0 Essential Service Permits (ESP's)**

- 15.1 The Essential Service Permit scheme [ESP] was introduced when the first controlled parking zones were implemented within the borough. This scheme was established to facilitate the parking needs of those delivering essential services within the community.
- 15.2 There are approximately 2,400 ESP's in issue at present, of those 1,800 are issued to Council staff. The majority of the remaining 600 ESP's are issued to the local Primary Health Care Trust, however there are a number of discretionary ESP's issued to schools and some businesses. Demand for those permits has grown in recent years, with additional services / organisations being issued with permits, resulting in the scheme expanding without full consideration given to the likely impact. Further difficulties have arisen since a number of Council services have relocated to the Wood Green area, where there was already considerable demand for parking spaces.
- 15.3 The current scheme is not sustainable either in terms of parking demand or in terms of Council's commitment to reduce greenhouse gases as set out in the Nottingham Declaration. Haringey is well served by public transport and the Council will be promoting alternative modes of travel other than the car in the development of its Staff Travel Plan. The numbers of ESP's must reduce and in particular discretionary arrangements should cease.
- 15.4 It is proposed that the existing scheme will be withdrawn and replaced with a revised scheme more in line with the Council's environmental climate change policies. The revised scheme will be presented to the Executive Member for the Environment & Conservation for approval. If approved it is intended that the new scheme will be introduced from June 2007.

#### **16.0 Disabled Drivers Badges**

- 16.1 The current blue badge for disabled drivers is transferable between vehicles and therefore is at a high risk of being stolen. In order to reduce this risk the Council introduced the new Disabled Companion Badge, which may be used in place of the Blue badge, conveying the same concessions within Haringey between 6.30pm and 8am. These hours were originally recommended and agreed as most vehicle break-ins occur during this period. The Companion Badge is not transferable, but is specific to one vehicle with the appropriate registration number recorded on the badge.
- 16.2 While on the whole this has been seen as a positive move, a number of disabled drivers have voiced concerns and difficulties with replacing the blue badge in their vehicles by 8am, due to illness associated with their disability.
- 16.3 It is recommended that the hours of operation are extended to 24 hours; ensuring inclusion, which will also bring the scheme in line with some neighbouring boroughs for example Islington and Camden.

16.4 The service introduced this scheme at nil cost within existing budgets. This has placed immense pressure on the team and in order to maintain service standards, it is proposed that a charge of £20 should be introduced to cover costs of administration.

16.5 At present the Council does not charge for the issue of the Disabled Blue Badge, however it is recommended that £2.00 administrative charge is introduced (maximum allowable) for new issues and replacements.

## 17.0 Pay & Display parking

17.1 Pay & display charges vary across the borough and it is proposed that an inflationary increase of 10p per hour be introduced across the borough. It is also proposed that motorists should be able to pay in increments of 5 minutes across the borough, rather than the current policy where in some cases a minimum 30 minute charge is applicable.

17.2 Electric cars should be allowed to park free of charge in all on and off-street parking bays.

## 18 Car parks

18.1 The proposed charging structure for car parks brings us in line with other car parks in the borough and in particular aims to improve usage of the multi storey [Bury Road] car park in Wood Green. This car park competes with other well established shopping centre car parks and is underused due its location, leasing arrangements and general condition.

18.2 The Council is required by lease arrangement to keep 400 short stay parking spaces for leaseholders' customers and this review proposes to offer the remaining 100 spaces to all day parking. Differential charges have also been applied to car parks based on their current usage and relevant town centre needs.

Car Park	Current charges	Proposed charges
Bury Road	0-1 hr 80p 1-2hrs £1.60 2-3 hrs £2.40 3-4 hrs £3.20 Over 4 hours £6.00  Sunday – 50p all day  Season Ticket £120	100 spaces @ an all day fee of £2.00 400 spaces @  0-3hr £2.00 3-4hr £3.00 Over 4hr £6.00 Sunday - £1.00  Season Ticket £200.00
Somerset Road  <i>Operational 7.30am to 8.30am and 5.30pm to 6.30pm</i>	50p per hour	£1.00 per hour

Westerfield road Summerland Gdns Crouch Hall	0-1hr	80p	0-1hr	£1.00
	1-2hrs	£1.60	1-3hrs	£2.00
	2-3 hrs	£2.40	3-4 hrs	£3.20
	3-4 hrs	£3.20	Over 4 hours	£6.00
	Over 4 hours	£6.00		
	Season ticket	£120.00	Season Ticket	£200.00
Stoneleigh Rd Brunswick Rd	0-1hr	80p	0-1hr	80p
	1-2hrs	£1.60	1-3hrs	£2.00
	2-3 hrs	£2.40	3-4 hrs	£3.20
	3-4 hrs	£3.20	Over 4 hours	£6.00
	Over 4 hours	£6.00		
	Season ticket	£120.00	Season Ticket	£120.00

## 19. Implementation of proposals

- 19.1 The introduction of the new charges if agreed will require revisions to Legal orders and a statutory consultation period of 21 days. A report on the responses to consultation and other relevant factors will be presented to the Executive for its meeting in March 2007 with changes, if agreed, being implemented from April 2007.

## 20. Use of Appendices / Tables / Photographs

- 20.1 Appendix A – Parking fees and charges  
Appendix B – CO<sub>2</sub> emissions table  
Appendix C – Charges in other boroughs  
Appendix D – summary of proposed changes

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## Appendix A – Parking fees and charges

	Current charge	Proposed charges
<b>Pay &amp; display charges</b>		
<b>Finsbury Park</b>	60p for 30 minutes Increments of 30 minutes @60p up to 6 hour maximum £2.40	10p per hour increase Fees payable in increments of 5 minutes
<b>Green Lanes A &amp; B</b>	60p for 30 minutes Increments of £0 minutes @60p up to a maximum of 2 hours	10p per hour increase Fees payable in increments of 5 minutes
<b>Green Lanes extension</b>	£1.00 per hour	10p per hour increase Fees payable in increments of 5 minutes
<b>Highgate Hill</b>	40p for 15 mins Increments of 15 minutes to a maximum of 2 hours	10p per hour increase Fees payable in increments of 5 minutes
<b>Highgate Station</b>	50p for 15 minutes Increments of 15 minutes to a maximum of 2 hours	10p per hour increase Fees payable in increments of 5 minutes
<b>Wood Green &amp; Seven Sisters</b>	50p for 15 minutes Increments of 15 mins to a maximum of 2 hours	10p per hour increase Fees payable in increments of 5 minutes
<b>Tottenham Hale</b>	20p for 20 minutes 45p for 45 minutes	No increase in charge proposed [ newly introduced Stoneleigh rd scheme]

## Appendix A – Parking fees and charges

	£1.00 for 1hr Maximum of 2hrs	
<b>Car park charges</b>		
Bury Rd	0-1 hr 80p 1-2hrs £1.60 2-3 hrs £2.40 3-4 hrs £3.20 Over 4 hours £6.00  Sunday – 50p all day  Season Ticket £120	100 spaces @ an all day fee of - £2.00 400 spaces @ 0-3hr £2.00 3-4hr £3.00 Over 4 hours £6.00  Sunday - £1.00 Season Ticket £200.00
Somerset Road	50p per hour	£1.00 per hour
<i>Operational 7.30am to 8.30am and 5.30pm to 6.30pm</i>		
Westerfield Road Summerland Gdns (Muswell Hill) Crouch Hall	0-1hr 80p 1-2hrs £1.60 2-3 hrs £2.40 3-4 hrs £3.20 Over 4 hours £6.00 Season ticket £120.00	0-1hr £1.00 1-3hrs £2.00 3-4 hrs £3.20 Over 4 hours £6.00 Season Ticket £200.00
Stoneleigh Rd Brunswick Rd	0-1hr 80p 1-2hrs £1.60 2-3 hrs £2.40 3-4 hrs £3.20 Over 4 hours £6.00 Season ticket £120.00	0-1hr 80p 1-3hrs £2.00 3-4 hrs £3.20 Over 4 hours £6.00  Season Ticket £120.00



## Appendix A – Parking fees and charges

Permits		First	Second & subsequent
Residents	£25 [annual]	<p>Emissions based model. Vehicles registered after march 2001</p> <p>1 (up to 100 CO<sub>2</sub> g/km) £15</p> <p>2 ( 101- 150 CO<sub>2</sub> g/km) £30</p> <p>3 (151- 185 CO<sub>2</sub> g/km) £60</p> <p>4 (186 CO<sub>2</sub> g/km and over £90</p> <p>Vehicles registered before march 2001 based on engine size</p> <p>1549cc or less £30</p> <p>1550cc to 3000cc £60</p> <p>3001cc and above £90</p>	<p>£15</p> <p>£60</p> <p>£100</p> <p>£150</p>
Visitors'			
2 hour scratch cards	30p per two hour permit [15p concessionary rate]	30p per hour Concessionary Rate 50% - 15p per hour	
Weekend Permit	£5.00 [£2.00 concessionary rate]	No change proposed	
Two-Week	£8.00 [£3.00 concessionary rate]	No change proposed	

## Appendix A – Parking fees and charges

Reader cards [Green Lanes]	1 <sup>st</sup> card – free Replacement £10 [if the original is produced] Lost or misplaced First £50 Second £100 Third £250		No change proposed
Traders	£5 per day £100 per month		No change proposed
Business	<i>First permit</i>	<i>Second &amp; subsequent</i>	No change proposed
Wood Green & Green Lanes	£300	£400	
All other zones	£225	£300	No change proposed
Essential Service permit	<i>Any registration</i>	<i>Vehicle specific</i>	Changes will be determined as part of the review of the scheme

## Appendix A – Parking fees and charges

<i>Public sector</i>	£30	£25	
East or West Haringey	£60	£25	
All Haringey <i>Commercial sector</i>			
East or West Haringey	£125	£100	
All Haringey	£250	£200	
Suspension of parking bays	Administrative charge of £12 per day		No change proposed
Dispensations	Single day - £12 administration fee per bay / vehicle space 1-7 consecutive days- £30 administration fee per bay/ vehicle space 1 month - £100 administration fee per bay / vehicles space		No change proposed
Blue Badges	Free		Administrative charge of £2.00
Disabled Companion badge	Free		Administrative charge of £20.00

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## Appendix B - DVLA CO<sub>2</sub> emission banding

Band	Council Banding	CO <sub>2</sub> g/km	Examples of Typical Cars/Van (Petrol)	Examples of Typical Cars/Vans (Diesel)
1	A	Up to 100	1 Honda Insight petrol electric hybrid	1 Smart diesel
2	B	101-120	1 Toyota Prius 1.5 litre petrol-electric hybrid 2 Smart car 0.7 litre petrol 3 Peugeot 107 1.0 (65bhp) Hatchback 4 Citroen C1 C1 1.0i Hatchback petrol 5 Honda Civic 4 door IMA Executive Saloon petrol/electric	1 Citroen C2 1.4 litre diesel 2 Ford Fiesta 1.4 diesel 3 Vauxhall Corsa 1.3 CDTi 6v SXI 5 door hatchback diesel 4 Renault Megane dCi 106 5 Speed hatchback diesel 5 Fiat New Panda 1.3 16v Multijet Hatchback diesel 6 Renault Clio van SL 15dCi 70 Euro IV
3		121-150	1 Fiat Panda 1.2 petrol 2 Ford KA 1.3 petrol 1 Toyota Yaris 1.0 VVT-I Hatchback 2 Mitsubishi Colt 1.5 Manual hatchback petrol 3 Hyundai Getz 1.1 Hatchback petrol	1 VW Golf 1.9 TDI diesel 2 Ford Focus 1.8 TDCI diesel hatchback 3 Jaguar X-type 2.0 diesel saloon 4 Mazda Mazda3 1.6 TD 4/5 Door Saloon/Hatchback diesel 5 Skoda New Octavia 1.9 TDI PD Estate diesel 6 Renault Kangoo Van SL 19dci 85

# Appendix B - DVLA CO<sub>2</sub> emission banding

4	C	151-165	<ul style="list-style-type: none"> <li>1 MINI One hatchback 1.6 petrol, manual</li> <li>2 Ford Fiesta 1.6i petrol</li> <li>3 Peugeot 307 1.4 petrol</li> <li>4 Nissan Micra 1.4 3/5 door Hatchback petrol</li> <li>5 Skoda Fabia 1.4 16v Sport Hatchback petrol</li> <li>6 Renault Kangoo Van SL16 P75</li> </ul>	<ul style="list-style-type: none"> <li>1 VW Passat estate 1.9 TDI diesel</li> <li>2 Audi A4 Avant S 1.9TDI (115 PS) Estate diesel</li> <li>3 BMW 3 Series E90/E91 320d Saloon diesel</li> <li>4 Honda Accord Tourer 2.2 I-CTDi 166-185i Executive Estate diesel</li> <li>5 SAAB 9-3 4 Door 1.9 TID 8V 120hp Saloon diesel</li> </ul>
5		166-185	<ul style="list-style-type: none"> <li>1 Ford Mondeo saloon 1.8i petrol</li> <li>2 Vauxhall Vectra 1.8 petrol saloon</li> <li>3 Rover 75 1.8 petrol saloon</li> <li>4 Toyota Avensis 1.8 petrol saloon/hatchback</li> <li>5 Honda civic 5 Door Type S 2.0 VSA Hatchback petrol</li> </ul>	<ul style="list-style-type: none"> <li>1 Mazda5 2.0 TD (110ps &amp; 143ps) MPV diesel</li> <li>2 Skoda New Octavia 2.0 TDI PD Sport DSG Estate diesel</li> <li>3 BMW 3 Series E90/E91 330d Touring Saloon diesel</li> <li>4 Jaguar S-Type 2.7i Diesel saloon</li> <li>5 Mercedes-Benz C Class (f/Lift) C200 CDI Saloon diesel</li> </ul>
6	D	186-224	<ul style="list-style-type: none"> <li>1 Toyota RAV4 2.0 litre petrol</li> <li>2 Audi A4 106 petrol</li> <li>3 Mazda MX5 2.0 petrol</li> <li>4 Courvette C6 Z06 7.0 – V8 Coupe petrol</li> <li>5 Nissan X-Trail 2.5 4x4 petrol</li> <li>6 Mercedes-Benz Viano 3.5 High Roof MPV</li> <li>7 Volkswagen C.V Caravelle (SE, Executive) 235</li> </ul>	<ul style="list-style-type: none"> <li>1 Land Rover Greelander 2.0 diesel</li> <li>2 BMW 5 series estate 3.0 diesel</li> <li>3 Volvo V70 D5 AWD Estate diesel</li> <li>4 Audi A4 S 3.0 VS TDI Tiptronic Quattro 204 Saloon diesel</li> <li>5 Fiat Croma 2.4 20v Multijet 200 Estate diesel</li> </ul>
7		Over 225	<ul style="list-style-type: none"> <li>1 Jaguar X type 2.0 petrol saloon auto</li> <li>2 Porsche 911 Cerrera Coupe 3.6 litre petrol</li> <li>3 Renault Espace 2 litre petrol</li> <li>4 BMW X5 4.8 litre petrol</li> <li>5 Range Rover 4.4 V* petrol auto</li> </ul>	



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**Appendix C - Permit charges in other boroughs**

<b>Boroughs</b>	<b>Residential Permit prices</b>
Barking and Dagenham	£17.70 - 1 <sup>st</sup> two vehicles £22 - 3 <sup>rd</sup> vehicle £50 – 4 or more vehicles
Barnet	£40 per annum per household, £70 per annum for the second permit. LPG and electric run vehicle £15.
Bexley	£25 - £60 1 <sup>st</sup> vehicle £31.25 - £75 2 <sup>nd</sup> vehicle £37 - £90 3 <sup>rd</sup> vehicle £50 - £120 4 or more vehicles
Brent	£50 – 1 <sup>st</sup> vehicle £75 – 2 <sup>nd</sup> vehicle £100 – 3 or more vehicles
Camden	£90 per vehicle and 75% discount applies to electric run vehicle
Ealing	Ranges from £25 - £45 depending on where you reside
Enfield	Ranges from £24 for an hour zone to £59 to all day zone
Hackney	£80 per annum with 25% discount for LPG. Electric run vehicles - free
Haringey	£25 per annum
Harrow	£40 – 1 <sup>st</sup> vehicle £50 - 2 <sup>nd</sup> vehicle £70 – 3 <sup>rd</sup> vehicle £115 – 4 or more vehicles Electric run vehicles - free
Hillingdon	1 <sup>st</sup> vehicle free 2 or more vehicles £40
Hounslow	Ranges from £45 - £60 depending on where you reside

Islington	£95 with £20 discount for LPG or electric run vehicles
Lambeth  [also consulting on an emissions based structure]	£50 – outside congestion zone £60 – inside congestion zone
Lewisham	£30 per vehicle
Newham	£15 – 1 <sup>st</sup> vehicle £30 – 2 <sup>nd</sup> vehicle £50 – 3 <sup>rd</sup> vehicle
Richmond upon Thames  [ consulting on an emissions based structure]	Three different price ranges - £45 (mainly towards outer part of the borough), £75 and £100 (towards the heart of Richmond).
Royal Borough of Kensington and Chelsea	£111 per annum
Tower Hamlets	First two permits £60 per annum, third or subsequent permits £150 and £250 respectively with 30% discount for LPG or electric run vehicle
Waltham Forest	£30 – 1 <sup>st</sup> vehicle £65 – 2 <sup>nd</sup> vehicle £75 – 3 <sup>rd</sup> vehicle
Wandsworth	£66 per annum, 'Green' permit £16.50
Westminster	£110 per annum £78 for electric run vehicle

## Appendix D - Summary of proposed changes

### Residential Parking permits

That the Council review the residential permit structure to take into account the emissions-based best practice model currently used by the DVLA, and introduce a sliding scale for the cost of parking permits encouraging the use of vehicles in lower CO<sub>2</sub> emission bands. That an incremental charge be introduced for second and subsequent permits per household. Charges proposed for vehicles registered on or after 23 March 2001.

Band	First permit [annual]	Second and subsequent permit per household
1 (up to 100 CO <sub>2</sub> g/km)	£15	£15
2 ( 101- 150 CO <sub>2</sub> g/km)	£30	£50
3 (151- 185 CO <sub>2</sub> g/km)	£60	£100
4 (186 CO <sub>2</sub> g/km and over )	£90	£150

*\* Vehicle registration documents verify CO<sub>2</sub> emissions a vehicle produces for vehicles produced on or after 23 March 2001.*

For vehicles registered before 23 March 2001, where CO<sub>2</sub> emissions are not documented, a charging structure based on the vehicles engine size is proposed

Engine size	First permit [annual]	Second and subsequent permit per household
1549 cc or less	£30	£60
1,550 to 3000cc inclusive	£60	£100
3001cc and above	£90	£150

An administrative charge of £10 will be introduced for issuing replacement permits in situations where permits are lost or stolen or the vehicle changes.

### Visitors' permits

That two hourly visitors' permit charges be increased from 15p per hour to 30p per hour, with a 50% reduction for concessionary rates. That a one hour visitor permit be introduced. That the concessionary entitlement, which is currently double the normal allocation, will be reduced to the normal permit allocation. That following this review all visitors permit charges are increased annually in line with inflation.

### Essential Service permits

It is proposed that the existing scheme will be withdrawn and replaced with a revised scheme more in line with the Council's environmental climate change policies. The revised scheme will be presented to the Executive Member for the Environment & Conservation for approval. If approved it is intended that the new scheme will be introduced from June 2007.

### Disabled Drivers Badges

The hours of operation of the Companion Badge be extended to 24 hours and a £20 administration fee be introduced. That the £2 administration charge be introduced for issue of Disabled Blue Badges.

### Pay & Display Parking

That on-street parking charges be increased by 10p per hour across the Borough and that Electric vehicles park free of charge. That on- street [pay & display] parking charges should be payable in increments of 5 minutes.

**Car Parks**

<b>Car Park</b>	<b>Current charges</b>	<b>Proposed charges</b>
Bury Road	0-1 hr 80p 1-2hrs £1.60 2-3 hrs £2.40 3-4 hrs £3.20 Over 4 hours £6.00  Sunday – 50p all day  Season Ticket £120	100 spaces @ an all day fee of - £2.00  400 spaces @ 0-3hr £2.00 3-4hr £3.00 Over 4 hours £6.00  Sunday - £1.00 Season Ticket £200.00
Somerset Road  <i>Operational 7.30am to 8.30am and 5.30pm to 6.30pm</i>	50p per hour	£1.00 per hour
Westerfield road Summerland Gdns Crouch Hall	0-1hr 80p 1-2hrs £1.60 2-3 hrs £2.40 3-4 hrs £3.20 Over 4 hours £6.00 Season ticket £120.00	0-1hr £1.00 1-3hrs £2.00 3-4 hrs £3.20 Over 4 hours £6.00  Season Ticket £200.00
<i>Stoneleigh Rd</i> <i>Brunswick Rd</i>	0-1hr 80p 1-2hrs £1.60 2-3 hrs £2.40 3-4 hrs £3.20 Over 4 hours £6.00 Season ticket £120.00	0-1hr 80p 1-3hrs £2.00 3-4 hrs £3.20 Over 4 hours £6.00  Season Ticket £120.00

It also proposes that following this review, parking fees and charges should be reviewed annually and increased where appropriate in line with inflation.