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## Environment and Housing Scrutiny Panel

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MONDAY, 24TH FEBRUARY, 2014 at 18:30 HRS - .

**MEMBERS:** Councillors Alexander, Bloch, Bull, Gibson, McNamara (Chair), Stanton and Weber

### **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 Scrutiny Support Officer at the meeting.

#### **2. APOLOGIES**

#### **3. 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 Members' Register of 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 interest are defined at Paragraphs 5-7 and Appendix A of the Members' Code of Conduct.

#### **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 the end of the agenda.

#### **5. DEPUTATIONS**

To consider any requests received in accordance with Part 4, Section B, paragraph 29 of the Council's constitution.

#### **6. CABINET Q & A**

Cllr Bevan, Cabinet Member for the Environment to answer questions on this portfolio.

#### **7. WASTE AND RECYCLING PART 2 - FOLLOW UP (PAGES 1 - 12)**

To receive progress report on recommendations contained in the scrutiny report on waste and recycling (part 2) – further policy options to increase recycling.

#### **8. STRATEGIC PARKING ISSUES FOR TOTTENHAM - FOLLOW UP (PAGES 13 - 42)**

To receive a progress report on recommendations contained in the scrutiny report on Strategic Parking Issues ahead of the Tottenham Redevelopment.

#### **9. COMMUNITY ENGAGEMENT WITH PLANNING - PROJECT UPDATE**

#### **10. STRATEGIC ENFORCEMENT - PROJECT UPDATE**

#### **11. ENVIRONMENTAL COMMUNITY GROUPS - UPDATE**

## **12. MINUTES**

To approve minutes of the:

19<sup>th</sup> November 2013 – to follow

2<sup>nd</sup> December 2013 – to follow

28<sup>th</sup> January 2014 – to follow

## **13. FEEDBACK FROM AREA CHAIRS**

## **14. LATE ITEM**

## **15. DATE OF NEXT MEETING**

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Friday, 14 February 2014

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**Haringey Council**

<b>Report for:</b>	<b>Environment and Housing Scrutiny Panel</b>	<b>Item Number:</b>	
<b>Title:</b>	<b>Follow up to June 13 Cabinet Response to Environment and Housing Scrutiny Panel recommendations for the 'Waste and Recycling Services II; Further policy options to increase recycling</b>		
<b>Report Authorised by:</b>	<b>Stephen McDonnell</b> , Assistant Director Environmental Services & Community Safety		
<b>Lead Officer:</b>	<b>Michael McNicholas</b> <a href="mailto:michael.mcnicholas@haringey.gov.uk">michael.mcnicholas@haringey.gov.uk</a> 020 8489 5655		
<b>Ward(s) affected:</b> All	<b>Report for Key/Non Key Decisions:</b> Non key		

### 1. Describe the issue under consideration

1.1 The second report of the Environment and Housing Scrutiny Panel on the waste and recycling service was received by Cabinet in June 2013. The report contained a number recommendations in regards to how recycling rates could be further improved in Haringey to which Cabinet gave its response. This report provides an update on the progress being made in regard to the recommendations that were agreed or partially agreed.

### 2. Cabinet Member introduction

2.1 The council has set challenging recycling targets aimed at reaching 40% recycling by 2015. In order for these recycling targets to be met we must ensure that we provide residents with the opportunity to recycle as wide a range of materials as possible, as easily as possible.

2.2 I welcome the input and initiative of Scrutiny concerning the issues in this report.

### 3. Recommendations

3.1 That the update on progress as shown in Appendix 1 is noted.



**Haringey Council**

#### **4. Alternative options considered**

4.1 Not applicable.

#### **5. Background information**

5.1 A number of recommendations are linked to the introduction of a weekly food waste collection service to estates and totalling around 25,000 properties. Having successfully applied to the DCLG Support Scheme to obtain funding for the introduction of weekly food waste collections on estates, a trial of the service commenced in September 2013 at approximately 1500 properties. The progress of the trial can be summarised as follows:

- The trial was rolled-out over a number of weeks from September to October 2013 to around 1500 properties including HfH estates, RSLs and private blocks.
- Specific communications were developed for the food waste trial and a comprehensive programme of door-knocking was undertaken to engage face to face with as many residents as possible ahead of the commencement of the trial
- The tonnage of food waste being collected is slightly higher than was anticipated (26 tonnes to date).
- Contamination of food waste bins has been low
- The use of dry recycling bins at blocks where the trial is in place has increased, indicating that communications material and the door-knocking programme have been effective in re-energising the existing recycling collection service as well as promoting the food waste trial.
- The food waste containers and the container housings selected for the trial are both serving their purposes well.

5.2 Based on the success of the trial of food waste collections from blocks of flats, plans are currently being drawn up to roll-out weekly food waste collection to all blocks of flats commencing in June 2014.

5.3 In order to achieve the challenging recycling targets for Haringey, the council will need to work with Veolia to undertake a wide range of activities to expand the range of materials that can easily be recycled by residents and to promote greater participation in the services provided. An action plan designed to increase recycling and achieve the recycling targets over the coming years has been devised and is being regularly monitored to oversee progress.

5.4 In 2012/13 we successfully achieved the recycling target with performance of 32%, an increase of nearly 6% compared to the previous year. The recycling target for 2013/14 is 35.4% and year to date performance data indicates that this target will be achieved.

#### **6. Comments of the Chief Finance Officer and financial implications**



**Haringey Council**

6.1 The actions taken in response to the recommendations outlined in this report have been met from existing approved budgets.

## **7. Comments of Assistant Director of Corporate Governance and legal implications**

7.1 The Assistant Director of Corporate Governance notes the contents of the report and the update to the Environment and Housing Scrutiny Panel and advises that there are no specific legal issues.

7.2 The waste management activities referred to in the report will need to be carried out pursuant to the Council's Waste Management Contract with Veolia.

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

8.1 Comprehensive collection services for dry recyclables have now been rolled out across Haringey, with all residents having the opportunity to use wheeled bins, single-use sacks or communal banks. The full roll-out of food waste collection services to blocks of flats will ensure that there is greater equality of service for residents living in 25,000 properties in blocks of flats in Haringey.

## **9. Head of Procurement Comments**

9.1 This report has no procurement implications.

## **10. Policy Implication**

10.1 There are no specific policy implications linked to the recommendations in this report.

## **11. Reasons for Decision**

11.1 This report is for noting.

## **12. Use of Appendices**

Appendix 1 - Response to Environment and Housing Scrutiny Panel recommendations for the Waste and Recycling Services II: Further policy options to increase recycling- June 2013 / February 2014

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

N/A

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**Appendix 1 - Response to Environment and Housing Scrutiny Panel recommendations for the Waste and Recycling Services II: Further policy options to increase recycling- June 2013 / February 2014**

Recommendations	Service Response – June 2013	February 2014
<p>1) The panel recommended that the Council conduct an audit of flatted developments (Homes for Haringey, Registered Housing Providers and Private Developments) across the borough to develop an inventory of waste and recycling infrastructure (and to collate any existing problems with waste collection i.e. whether there are sufficient and appropriate bins and if side waste occurs). The subsequent database should be used to plan and support initiatives to improve waste management or increase recycling at flatted developments.</p>	<p>Agreed.</p> <p>The service has been successful in obtaining funding to roll-out a weekly food waste collection service to the borough's estates and purpose built blocks of flats. We are currently in the planning phase and part of this work includes undertaking an audit to develop an inventory of the refuse and recycling provision at each site. This also includes assessing whether there are opportunities to rationalise containers.</p>	<p>Survey work at all blocks of flats has now been completed in readiness for the planned roll-out of weekly food waste collections to blocks of flats later in 2014. Where consistent over or under-capacity for refuse exists adjustments will be made to the number of refuse bins on site. This process is likely to happen gradually as each phase of the estates food waste roll-out proceeds and collection schedules are adjusted to suit. The estates food waste roll-out will happen June 2014 to March 2015.</p>
<p>2) Further to the audit detailed above, the panel recommended that flatted developments with twin chutes should on a trial basis be converted for dual use (for both waste and recycling). Evidence from this trial should determine further expansion of this scheme.</p>	<p>Agreed.</p> <p>There are no flatted developments with twin chutes. However, there are a limited number of sites which have two chutes, one at either end of the block. The council, in liaison with Homes for Haringey, will explore the viability of undertaking a trial at one of these sites. This would be based on the premise</p>	<p>A suitable site to trial dual use of chutes for refuse and recycling has yet to be determined as resources for increasing recycling on estates has been heavily focussed on the estates weekly food waste trial.</p> <p>Officers will work with HfH and Veolia</p>

Recommendations	Service Response – June 2013	February 2014
	that the two chutes are available to all residents living in the block.	to determine a suitable site for this trial as part of the weekly food waste roll-out arrangements when there will be high levels of resident engagement to support and consolidate the changes being made to estate recycling collection services.
<p>3) The panel recommended that further work should be undertaken to assess the viability of developing a pilot 'Our Common Place' approach (through Waste Watch) to increase recycling on local estates (flatted developments). This work should help to identify:</p> <ul style="list-style-type: none"> <li>▪ Cost benefit analysis of this approach;</li> <li>▪ Additional partners and funding sources;</li> <li>▪ Possible pilot project sites.</li> </ul>	<p>Partially agreed.</p> <p>The service is currently in the process of developing a detailed communications plan focusing on estates, RSL and private blocks of flats as part of the roll-out of the weekly food waste collection service. A range of communications material will be developed and this will provide an opportunity to revitalise the dry recycling collection service. Part of the engagement activity will include engaging with local residents groups and associations.</p> <p>In addition, the 2013/14 Communications and Engagement Programme includes a range of activities to increase the profile of the dry recycling service to all residents not just those residing on local estates.</p>	<p>A complete set of new communications materials was developed for the weekly estates food waste collection trial. This included information also aimed at simultaneously increasing dry recycling participation. As part of the roll-out the Veolia Outreach Team undertook several rounds of door-knocking to engage face to face with as many residents as possible. At blocks where there is an active resident group or association the Outreach Team also engaged with them to increase the profile of the trial. The indications are that these communications materials and the door-knocking/engagement approach has been successful in achieving good participation levels</p>

Recommendations	Service Response – June 2013	February 2014
	<p>As we are undertaking the above activities the service does not think that value would be added by engaging with the Waste Watch project at this stage. However, there is an estate greening programme run by Time Bank and Groundwork in the borough and we aim to engage with this programme to talk to residents who take part in greening and waste related activities.</p>	<p>with the weekly estates food waste collection service and dry recycling tonnages have also increased.</p> <p>There is also a separate set of communications material and programme of engagement in place for blocks of flats aimed at increasing dry recycling participation over the next few months ahead of the estates weekly food waste roll-out later in 2014.</p> <p>Work with Time Bank and Groundwork has yet to take place.</p>
<p>4) The panel recommended the introduction of recycling bags within existing bring-bank schemes (at flatted developments) should be further investigated with careful consideration being given to:</p> <ul style="list-style-type: none"> <li>▪ The use of reusable bags;</li> <li>▪ The policy of locking bins;</li> <li>▪ Ongoing costs if non-reusable bags are used as an alternative;</li> <li>▪ The use of transparent bags (to assist if dry recycling is contaminated).</li> </ul>	<p>Partially agreed.</p> <p>The service will develop a business case and indentify a pilot estates area in liaison with Homes for Haringey. This would include consideration of evidence from other boroughs.</p>	<p>Grant funding of £200k has been secured to allow re-usable dry recycling bags to be provided to residents on estates as part of the estates weekly food waste collection roll-out later in 2014.</p>

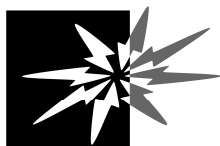
Recommendations	Service Response – June 2013	February 2014
<p>5) The panel recommended that the Council ensure that there is adequate provision for waste management in planning guidance for flatted developments (both new and converted).</p>	<p>Agreed</p> <p>The 'Local Plan- Strategic Policies' planning document includes reference to waste management.</p> <p>The Neighbourhood Team provides feedback on all planning applications. This includes consideration of environmental issues including provision of waste management and cleansing arrangements of bins stores and communal areas.</p>	<p>No further update.</p>
<p>6) The panel recommended that there is a continuous supply of caddy bags for food waste as part of the roll-out of the planned food waste collection system for flatted developments.</p>	<p>Agreed</p> <p>All properties will receive an initial supply of compostable bags as part of the roll-out and bags will be available to residents free thereafter.</p>	<p>Compostable sacks will be supplied free of charge for estates food waste collections.</p>
<p>7) To improve communication between on site concierge and waste collection crews (e.g. for access issues), the panel recommended that the contact details of Concierge services (or Estate Managers) should be placed on Veolia Collection Round Sheets.</p>	<p>Agreed.</p> <p>Homes for Haringey Estates Service Managers contact details have provided to Veolia's management team. Furthermore, in the occurrence that Veolia are unable to make a scheduled collection updates are provided directly to Homes for Haringey.</p>	<p>No further update.</p>

Recommendations	Service Response – June 2013	February 2014
<p>8) The panel recommended that additional information is provided within waste and recycling communications with local residents in respect of:</p> <ul style="list-style-type: none"> <li>▪ Updates of what and where materials can be recycled locally;</li> <li>▪ The cost of sending waste to landfill (landfill tax and gate tax) and relative cheaper cost of recycling;</li> <li>▪ The main causes of recycling contamination (food waste and clothing materials) and the additional costs involved;</li> <li>▪ The opportunity cost of sending waste to landfill (libraries, parks and other community facilities).</li> </ul>	<p>Agreed.</p> <p>Communications material previously provided to residents includes details of what material can be recycled and where. There is also extensive information available on the council's environment web pages.</p> <p>Also, as part of the planned Communications and Engagement Programme for this year all low-rise properties will receive a further information leaflet with a new 12 month collection calendar. This will provide details of what materials are accepted and where and also an opportunity to include key messages i.e. information on contamination.</p> <p>Details in regards to cost differential of sending non-recyclable waste to landfill and recyclable waste was provided to all low-rise properties as part of the communications relating to the changes to the waste collection service. This is also referenced in the June-July 2013 edition of Haringey People.</p> <p>Furthermore, the service has developed specific literature to address the issue of</p>	<p>No further update.</p>

Recommendations	Service Response – June 2013	February 2014
	<p>contamination and we are currently in the process of engaging with households who are indentified as contaminating their dry recycling wheeled bin.</p> <p>As part of the roll-out of the weekly food waste collection service to flatted properties the service will be developing a range of communication material and this will include reference to the points raised within the recommendation.</p>	
<p>9) It is recommended that, further to the work already undertaken by Haringey Council and Veolia, the Environment and Housing Scrutiny Panel undertake:</p> <ul style="list-style-type: none"> <li>▪ additional work with local schools to identify what barriers exist to recycling;</li> <li>▪ identify examples of best practice which can be shared locally;</li> <li>▪ identify how schools can be incentivised to recycle more.</li> </ul>	Noted.	Noted.
<p>10) That the good education work to promote recycling in schools that is already underway is more widely publicised, in particular among local Councillors and community groups.</p>	<p>Agreed.</p> <p>The service is currently reviewing the council's web pages to include further details of the work of Veolia's Education Team.</p>	Complete.

Recommendations	Service Response – June 2013	February 2014
	<p>Following the scrutiny panel meeting, a detailed briefing was provided which outlined the team's activity to date. This will be loaded onto the web-pages as part of this review and circulated to all councillors.</p>	
<p>11) To further enable the speedy reporting of dumped rubbish, Veolia should consider the establishment of online reporting mechanisms, using social media such as Twitter.</p>	<p>Agreed.</p> <p>Residents can already report fly-tips via the Council's 'Report a Problem' page and the service is currently in the process of undertaking trials of 'Our Haringey' app that can be used to report fly-tips and other public realm defects. The app will be launched in the summer.</p> <p>The service is also exploring the viability of using social media, such as Twitter, to report i.e. fly-tips.</p>	<p>The App for reporting fly-tipping and other street defects went fully live in October 2013 and has become quickly established as a well-used medium for reporting by residents.</p> <p>Consideration has been given to using Twitter as a means to report fly-tips. However, to date this has not been adopted due to the perceived limitations of Twitter in communicating the full range of details required to operate a successful and responsive fly-tip collection service. This will be kept under review.</p>

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**Haringey** Council

<b>Report for:</b>	Environment and Housing scrutiny panel 24 February 2014	<b>Item number</b>	
<b>Title:</b>	The Environment and Housing Scrutiny panels review of strategic parking issues ahead of the Tottenham Hotspur redevelopment.		
<b>Report Authorised by :</b>	Stephen Mc Donnell – <b>Assistant Director Environmental Services &amp; Community Safety</b>		
<b>Lead Officer:</b>	Ann Cunningham, <b>Head of Traffic Management</b>  E-mail: <a href="mailto:ann.cunningham@haringey.gov.uk">ann.cunningham@haringey.gov.uk</a>		

## 1. Describe the issue under consideration

- 1.1 To set out progress made on implementation of the recommendations of the Environment and Housing Scrutiny review of strategic parking issues ahead of the Tottenham Hotspur redevelopment.

## 2. Cabinet Member introduction

- 2.1 Excellent progress is being made on implementing a number of the recommendations of the Environment and Housing Scrutiny Panel. The major regeneration planned and underway will transform the North Tottenham area into a major new leisure destination, bringing hundreds of new jobs and homes. Managing our road network is paramount and the recommendations of the EHSC have helped inform the traffic management measures being put in place.

- 2.2 I welcome the input and initiative of Scrutiny concerning the issues within this report.

## 3. Recommendations

- 3.1 That the Environment and Housing Scrutiny Panel note the progress made on implementing the recommendations of the EHSC review of Strategic Parking issues ahead of the Tottenham Hotspur redevelopment as set out in Appendix A.

#### **4. Other options considered**

- 4.1 Not applicable

#### **5. Background information**

- 5.1 The Environment and Housing Scrutiny panel review of strategic parking issues ahead of the Tottenham Hotspur redevelopment, was timely and helped inform the traffic management programme currently being delivered in that area.
- 5.2 The redevelopment of the stadium and its surrounds is central to the regeneration of Tottenham. The traffic management implications of this redevelopment were acknowledged at the planning consent stages and £980K was allocated through the Mayor's Regeneration Fund (MRF), to implement the necessary measures.
- 5.3 Many of the recommendations from the EHSC review were reflected in the Controlled Parking Zone (CPZ) proposals consulted on last year. A copy of the consultation document is attached to this report as appendix B.
- 5.4 Extensive consultation was undertaken on those proposals and the results were presented to Cabinet on 15 October 2013. The detailed scheme designs have since been developed.
- 5.5 It was anticipated that the CPZ would be implemented by the end of February 2014. However, the complexity of signage required due to the varying hours of restrictions, meant that DfT approval of signage was required. The unexpected DfT announcement in June 2013, that no authorisations would be undertaken until 2015, when the new Traffic Signs Regulations and General Directions (TSRGD) come into force, has delayed our implementation programme.
- 5.6 Following extensive representations, the DfT eventually allocated resources to consider the Haringey application and authorisation of our signage is expected in the near future. Scheme implementation is now scheduled for completion by the end of March 2014.
- 5.7 The implementation of the works identified on Philip Lane is underway and we are pleased to note that due to additional investment those works also include carriageway resurfacing.
- 5.8 The service prioritised the order of delivery of EHSC recommendations and, as a consequence, the investigation of the regulation of 'pop up' parking has been

delayed until the CPZ works are complete. Resources have been identified and work will commence on this in April 2014. This will include establishing the overall policy position, as well as understanding the legal and operational issues arising in relation to taking on a regulation role.

## **6. Comments of the Chief Finance Officer and financial implications**

- 6.1 The costs of implementing the agreed recommendations can be met within existing approved budgets.

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## **7. Head of Legal Services and legal implications**

- 7.1 The ability to make the relevant traffic management order is by virtue of section 6 Road Traffic Regulation Act 1984. The procedure for making an order is defined in the Local Authorities Traffic Order Procedure Regulations 1996 which identifies various consultation and publicity requirements before an order can be made all of which appear to have been met in this case.

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

- 8.1 There are no equalities issues arising from this report.

## **9 Head of Procurement Comments**

- 9.1 Not applicable

## **10 Policy Implication**

- 10.1 Not applicable

## **11 Use of Appendices**

- 11.1 **Appendix A** – action plan for implementing the recommendations of the Scrutiny Review of strategic parking issues ahead of the Tottenham Hotspur redevelopment.

- 11.2 **Appendix B** – consultation on parking proposals in North Tottenham

## **12 Local Government (Access to Information) Act 1985**

- 12.1 None

**Action Plan for implementing the recommendations of the Scrutiny Review of strategic parking issues ahead of the Tottenham Hotspur redevelopment.**

No	Recommendation	Cabinet Response	Update at February 2014
1	<p>hat the Council should explore options for the establishment of Special Event Day (SED) parking on commercial streets (where no CPZ presently exists) on event days at Tottenham Hotspur. Options should incorporate the establishment of a flat rate fee, phone payment method and new signage.</p>	<p>The service agrees this recommendation. The formal consultation currently underway on proposed parking arrangements in the North Tottenham area includes proposals to introduce Special Event Day (SED) parking. Those proposals relate predominantly to industrial areas within close proximity of stadium complex. Subject to the representations received during consultation the council will seek to introduce the SED measures under an experimental traffic management order. This will afford the council the opportunity to review the SED to measure the effectiveness, uptake and operational aspects after 18 months. It is anticipated that payment of the proposed flat fee in parking bays subject to SED parking , (which will reflect the longer stay), will be by cashless payment ( pay by phone only). This will ensure that the council is not subject to higher then necessary capital set up costs. If introduced, the SED will be implemented concurrently with any measures resulting from the North Tottenham parking consultation.</p> <p><b>Lead: Gary Weston</b></p>	<p>The formal consultation on parking arrangements in North Tottenham included proposals to introduce Special Event Day (SED) parking in the industrial areas within close proximity of the stadium complex. This consultation ended on 13 August 2013 and a report on the result of that consultation, with officer recommendations was agreed by Cabinet on 15 October 2013.</p> <p>Implementation of proposals including SED has been slightly delayed due to the requirement to obtain DfT approval of signage to be used. The DfT imposed a moratorium on signage approvals, but following representation by the Council , resources were allocated to consider the Haringey application, which was approved on 11 February 2014.</p> <p>The request for sign authorisation includes pay by phone signage that will be used in all of the SED parking areas.</p>
2	<p>hat the Council should create a two part focus for existing match day controls so as to:</p> <ul style="list-style-type: none"> <li>i) Reverse the emphasis on certain streets with no residential housing to allow event day parking.</li> <li>ii) Retain sections as resident only parking.</li> </ul>	<p>The service agrees this recommendation. The feedback from the consultation process will help identify locations where best to focus this element. Traffic Management officers will work with the club and key stakeholders/partners to ensure that best use is made of the kerb space in the area, while ensuring residents still have parking priority.</p> <p><b>Lead: Gary Weston</b></p>	<p>As above the proposals put forward at the consultation stage proposed several locations where 'Special Event Day (SED) Parking will be incorporated.</p> <p>The detailed design stage has identified locations where SED parking can be maximised without affecting resident parking capacity. .</p>

3	<p>That the Council should ring fence income from the above scheme to resource the following developments:</p> <ul style="list-style-type: none"> <li>i) Environmental and other remedial works in council operated car parks in Tottenham;</li> <li>ii) Erect signage for pay and display car parks at main arterial route entry points to Tottenham;</li> <li>iii) Creation of a Traffic Scheme Review Fund (TRSF) to finance local traffic works including CPZ reviews, main road remedial works and other scheme reviews (e.g. one way systems).</li> </ul>	<p>Parking income as a whole is managed through the council's parking account. Any surplus generated from that account is ring fenced by law to transport related matters. The Cabinet agree the borough transport priorities and allocate funding accordingly.</p> <p>In addition, funding for transport schemes is also made available through the LiP and S106 agreements.</p> <p>Works are underway to improve car parks in the Tottenham area and, while the ongoing maintenance and cleansing is challenging, the Traffic Management service is working closely with Veolia to improve standards. New corporate signage has been designed for the Tottenham car parks and the general issue of signposting will be covered as part of the parking and traffic management arrangements being implemented in advance of the Spurs Stadium redevelopment.</p>	<p>Capital and revenue funding is allocated as part of the budget setting programme and LiP programme, according to local and London Wide transport priorities.</p> <p>The Stoneleigh C car park has been changed to a public (pay and display) car park and the new corporate signage has been erected at that location. Signage will be changed in other car parks as part of a rolling programme.</p> <p>Direction signage will also be erected as part of the CPZ implementation programme and will be funded as part of that scheme.</p> <p>A recent reorganisation of the service has enabled a more proactive management of all surface car parks, and there is a notable improvement in cleanliness due to closer liaison with and monitoring of Veolia's activities.</p>
4	<p>That the Council should fund developments outlined in recommendations 1-3 for the introductory phase from existing parking income with a view to this being self financing as a soon as the Special Event Day Parking is up and running.</p>	<p>The developments identified in recommendations 1, 2 and 3(ii) subject to the outcome of public consultation will be implemented and funded through the budget allocated for parking arrangements associated with the Spurs Stadium redevelopment. Item 3(i) is underway, while item 3(iii) will be a matter for ongoing determination by the Cabinet in determining borough transport priorities.</p>	<p>Initial set up costs are being funded by the Mayor's Regeneration Fund. The measures have been developed to be self-financing.</p>

5	Investigation of reasonable regulation of 'pop-up parking' schemes based on the policy and practice of other boroughs with large stadia and the development of criteria for regulation and enforcement.	<p>The service agrees this recommendation. Traffic Management officers have started preliminary investigation into the practice at other large stadia in connection to pop up car parks. Initial findings have indicated that Trafford Council , the home of Manchester United, operate an approved car park scheme and this has proved to be fairly successful in discouraging the prominence of pop up car parks. These investigations will also consider which community based organisations currently benefit from those 'pop up' parking arrangements and any implications for the Tottenham Hotspur Football Club from pop up car park controls.</p> <p><b>Lead: Gary Weston</b></p>	This has not yet been progressed. The CPZ design and consultation was a priority. The regulation of 'pop up' parking will be explored early in the new financial year. This will involve establishing a policy position as well as understanding the practicalities involved in implementing those regulations.
6	That the Council agree the schedule of works identified from the Philip Lane Walkabout (as detailed in Appendix C) and consider that this approach is applied on other arterial roads to resolve local parking and traffic management issues and to improve traffic flow. This should be resourced through existing funds with a view that future works on similar arterial routes would be funded as part of the Traffic Scheme Review Fund (as in 4 above) drawn from Special Event Day parking income.	<p>The service agrees this recommendation and the works identified during the walkabout will be delivered as part of this year's maintenance programme. The service will consider this approach to other arterial roads, but delivery will be based on priorities and the levels of funding available.</p> <p><b>Lead: Gary Weston, Tony Kennedy, Michael McNicholas.</b></p>	<p>The statutory consultation on changes proposed ended on 20 December 2013.</p> <p>Philip Lane was also identified for carriageway resurfacing and both projects will be combined and delivered mid February 2014.</p>



## PARKING IN NORTH TOTTENHAM

Have your say on how parking will  
affect you in the future





Dear Resident/Business

The major investment and regeneration that is already underway or planned in North Tottenham will transform the area into a major new leisure destination, bringing hundreds of new jobs and homes alongside Spurs' new Premier League stadium.

These fantastic redevelopment opportunities will mean increased traffic in the area, especially once work begins on the new football stadium.

It is essential that parking space is managed well, both to support businesses and to make it easy for residents and visitors to find parking space where and when they need it. That means we need to make some improvements and changes to existing parking arrangements.

The proposals we are putting forward for consultation have been developed following focus groups with local residents and businesses, and in conjunction with the council's Environment and Housing Scrutiny Panel and ward councillors. The feedback we've had so far makes it clear that as well as consulting residents and businesses on proposals in each area, as we would normally do, we also need to raise awareness of changes in each of the other areas of North Tottenham that will impact on traffic levels.

This document sets out the main changes and our proposals.

**Please tell us what you think by completing the correct questionnaire for your area.**



**Councillor Nilgun Canver  
Cabinet Member for the Environment  
Haringey Council**

# Why the need for parking measures?

The planned regeneration and development of north Tottenham includes a new supermarket that will be the largest premises in Tottenham, several hundred new homes and a new football stadium with a 56,000 seat capacity - 20,000 more than the existing White Hart Lane stadium. Other developments are also planned, including the Cannon Rubber Factory development, where planning permission has been granted for hundreds of new homes and a primary school. The council is also consulting residents and businesses on plans for the High Road West area, which may reshape large areas bounded by the High Road, Pretoria Road and Brereton Road to the south. We have also discussed our proposals with the London Borough of Enfield who are also currently working with the club to investigate the introduction of possible parking measures within their boundary.

These future developments will have a major impact on traffic flow and demand for parking – well beyond that experienced currently on match days. We want to consult you on introducing measures to protect your current parking ability and your future ability to park in your local area.

Funding is available from the Mayor's Regeneration Fund for the consultation and for introducing practical measures to address traffic congestion and obstructive parking; in addition to tackling local parking problems such as non-resident vehicles left parked in local roads. The council also aims to support and improve economic vitality through introducing a "Stop and Shop" (pay and display) scheme on Tottenham High Road.

We want to safeguard your future ability to park near your home and ensure that the needs of both businesses and residents are met.

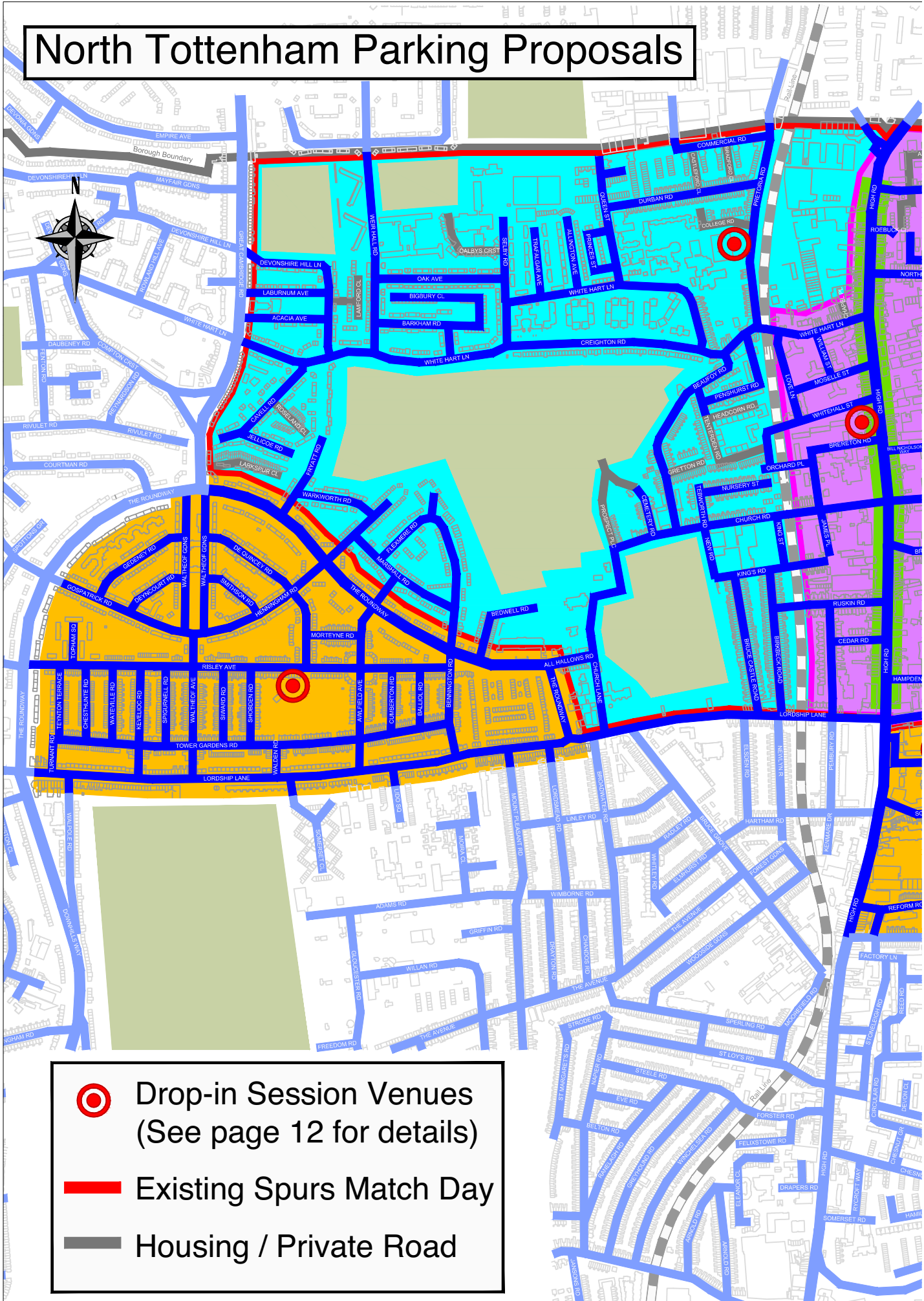
# The proposals for your area

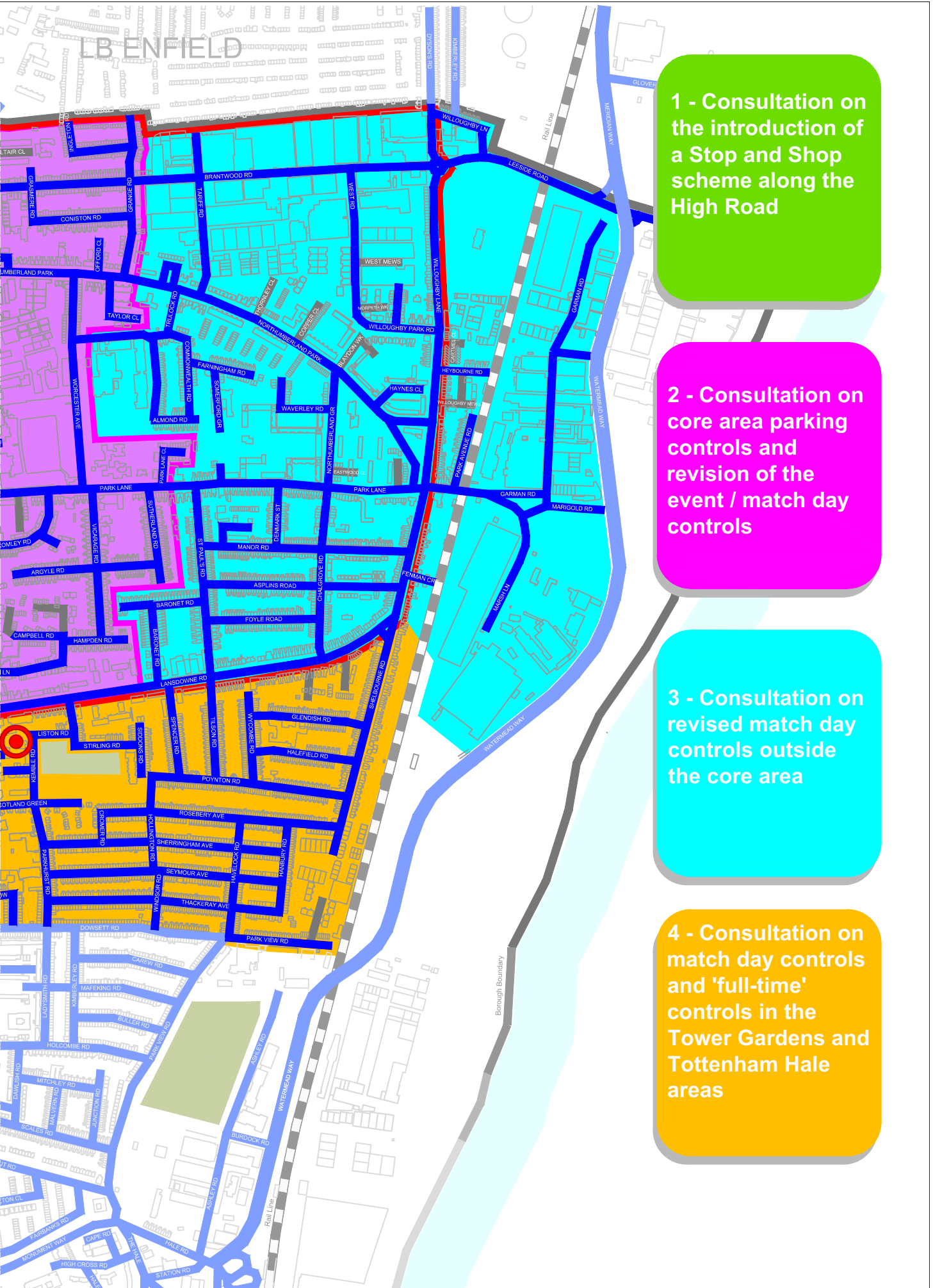
The proposals we are making vary depending on where you live or trade within the overall consultation area. The following pages set out detailed proposals for where you live or work, and how these might affect you.

**Please review the proposals outlined in pages 4-11 before filling in and returning the relevant questionnaire**



# North Tottenham Parking Proposals





1 - Consultation on the introduction of a Stop and Shop scheme along the High Road

2 - Consultation on core area parking controls and revision of the event / match day controls

3 - Consultation on revised match day controls outside the core area

4 - Consultation on match day controls and 'full-time' controls in the Tower Gardens and Tottenham Hale areas

# 1 - Consultation on the introduction of Stop and Shop scheme along the High Road

This proposal looks at introducing **'stop and shop', pay and display** parking bays along the High Road and in local side roads. The operational period of these bays will be in line with the existing restriction (generally 8am to 6:30pm) they will also reflect the operational hours of any existing measures such as bus lanes and emergency corridor restrictions.

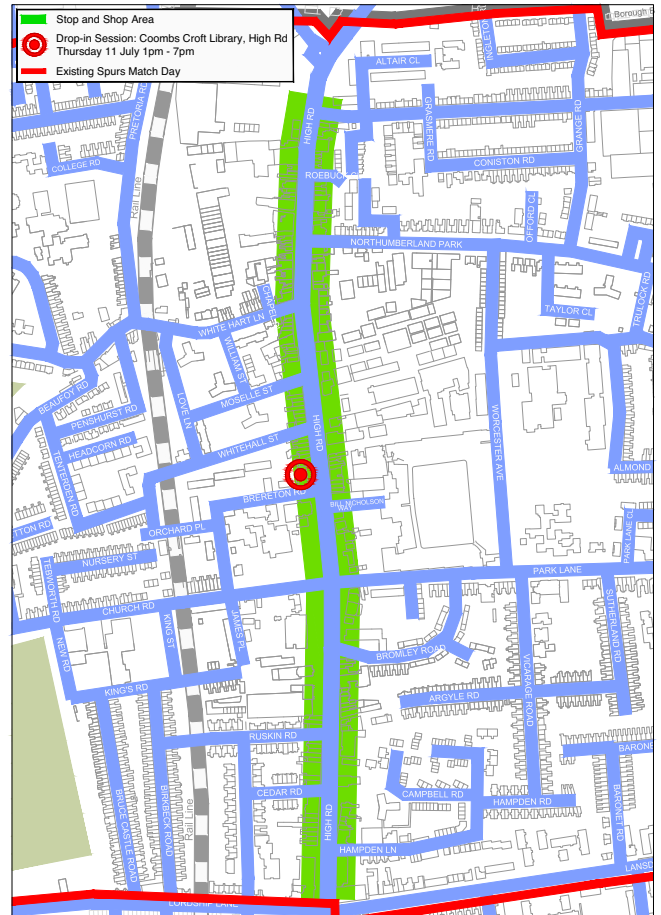
Pay and display schemes encourage a turnover of parking spaces, allowing local shoppers and visitors to easily find parking space close to shops. They also aim to encourage increased short-term parking by vehicles passing through the area. We aim to increase passing trade from vehicles travelling through the borough on this key road, thereby improving the vitality of local businesses.

Council officers will develop the scheme with the local traders, including the Tottenham Traders Partnership. We also plan to introduce more dedicated loading provision for local businesses, customers and suppliers who need to load and unload.

The tariff for pay and display parking bays will be set at the lowest tariff for commercial areas at **£1.90 per hour**. For 40p, drivers will be able to park for 12 minutes, if they just wish to stop quickly and visit local businesses to shop.

We will provide an appropriate mixture of one and two-hour maximum stay times, which will be clearly displayed on each pay and display machine and on parking bay signage that will be installed.

To comment on this proposal, please go to the enclosed questionnaire.



## 2 - Consultation on core area parking controls and revised event/match day controls

This proposal is for the introduction of parking controls to operate throughout the day to safeguard parking for residents and businesses.

It is proposed that this Controlled Parking Zone (CPZ) covers the area shown in pink in the map to the right.

We are proposing that parking controls operate Monday–Saturday, from 8am to 6:30pm, to offer the best protection from non-resident parking generated by places of interest in this area.

During operating hours, all vehicles would have to either display a valid parking permit or pay to park in a pay and display bay.

If a CPZ is introduced, it will also incorporate match/event day controls. To prevent confusion, it is proposed that match/event day parking measures would only start after normal CPZ hours finish.

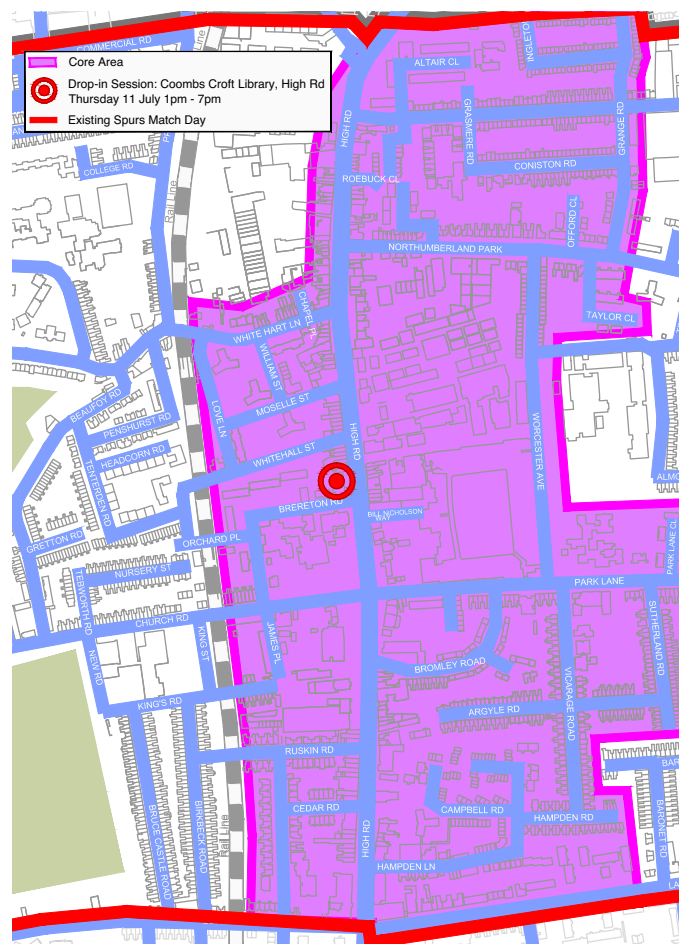
For example, where a match/event takes place on a Wednesday evening, CPZ restrictions would operate from 8am to 6:30pm, with match/event day restrictions coming into force from 6:30pm to 8:30pm. On Sundays and bank/public holidays when CPZ restrictions did not operate, match/event day restrictions would operate from noon to 8pm.

These revised match/event day restrictions would prevent visitors to the Tottenham Hotspur stadium parking in the area prior to a game or event. They would also ensure that match/event day restrictions could be put in place for any games subject to TV coverage, where kick-off times can vary.

**Please see pages 16 to 22 titled ‘Features of a CPZ’ for detailed information regarding the introduction and operation of a CPZ including current permit prices.**

To comment on this proposal, please go to the enclosed questionnaire.

Please note: These proposals will not affect private or estate roads within Homes for Haringey and other housing association estates. Residents should contact their Tenancy Management Officer should they wish to discuss parking matters for where they live. Where any new scheme is introduced through these proposals, residents of Homes for Haringey and other housing association estates will be eligible to apply for an appropriate permit (subject to any car free restrictions). Please note where a CPZ is introduced, payment will be required for a CPZ permit.



### 3 - Consultation on revised match day controls outside the core area

This proposal seeks to revise existing match day parking control times (within the light blue area) and extend the area covered by match day restrictions to those roads also in blue but hatched on the map below. We will also be taking the opportunity to make minor amendments throughout the area to help ensure existing measures are working effectively. For example we may increase parking bays or introduction of waiting restrictions to facilitate road safety.

**Extending the days and times the controls will apply -** We are proposing to revise the description of controls from match day to match/event day. This will protect residents' parking when the new stadium is being used for major non-football events, such as pop concerts.

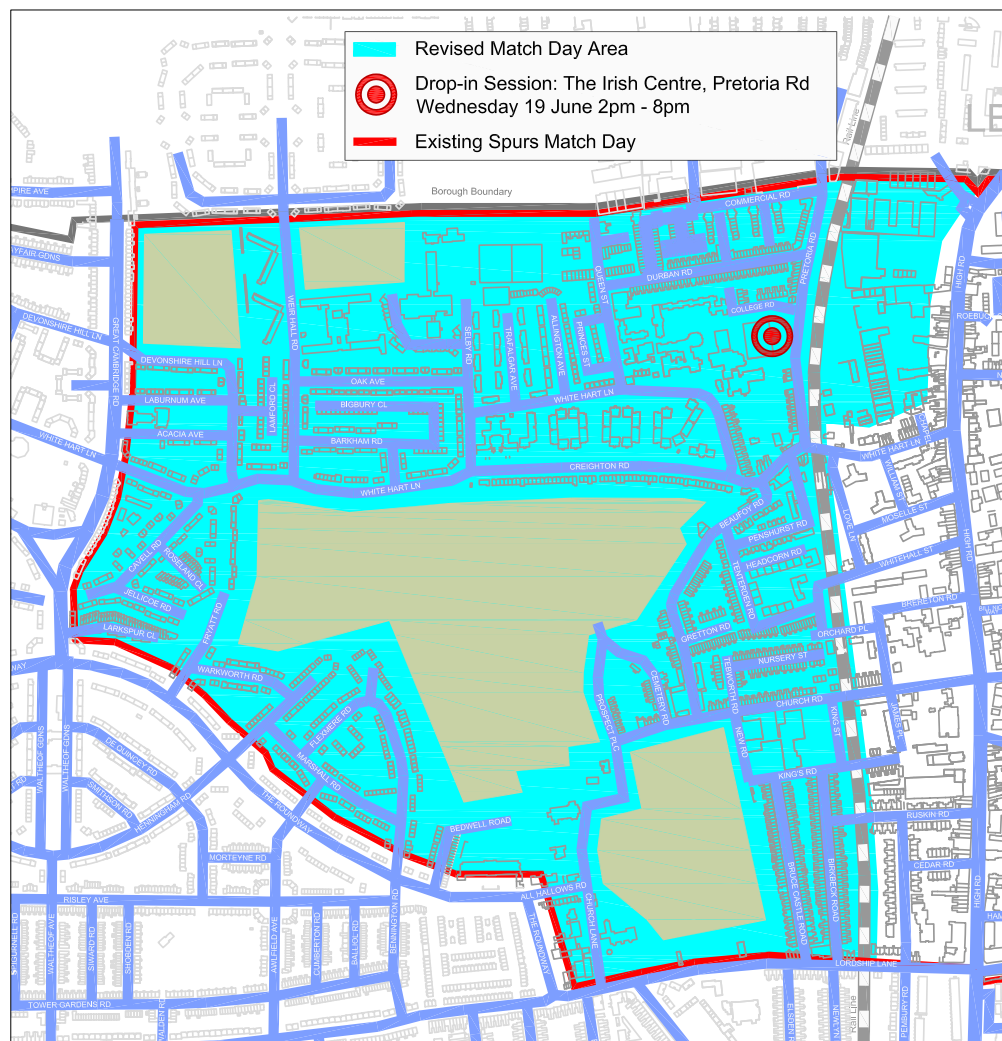
We also propose to change the times that match/event day restrictions apply. In recent years, TV broadcasters have changed the times when football games are played to suit their requirements. We are therefore making these revisions to better reflect the changes to fixture scheduling that have taken place and ensure resident parking is protected when any future fixture is played. We propose to extend the new match/event day restrictions to include all bank and public holidays and amend the hours of operation to noon to 8pm.

**Increasing awareness of when match/event day restrictions apply -**

We are taking the opportunity to make a significant number of improvements to how we raise resident, business and visitor awareness of when an event or match is taking place.

We will install electronic Variable Message System (VMS) signs on key access roads, to provide up-to-date details of when future match/event day restrictions will apply.

We will also be working with Tottenham Hotspur to introduce a match and event telephone hotline that will inform callers whether there is a match or event taking place on the day or in the future. The phone number will be displayed on parking signs in every road. This will help visitors to the area who may not know if restrictions apply when they are parking. Calls will be charged at local call rates from a landline, but will vary from mobiles depending on provider. We will also be creating a distribution email list to notify residents and businesses when future match/event day controls apply.



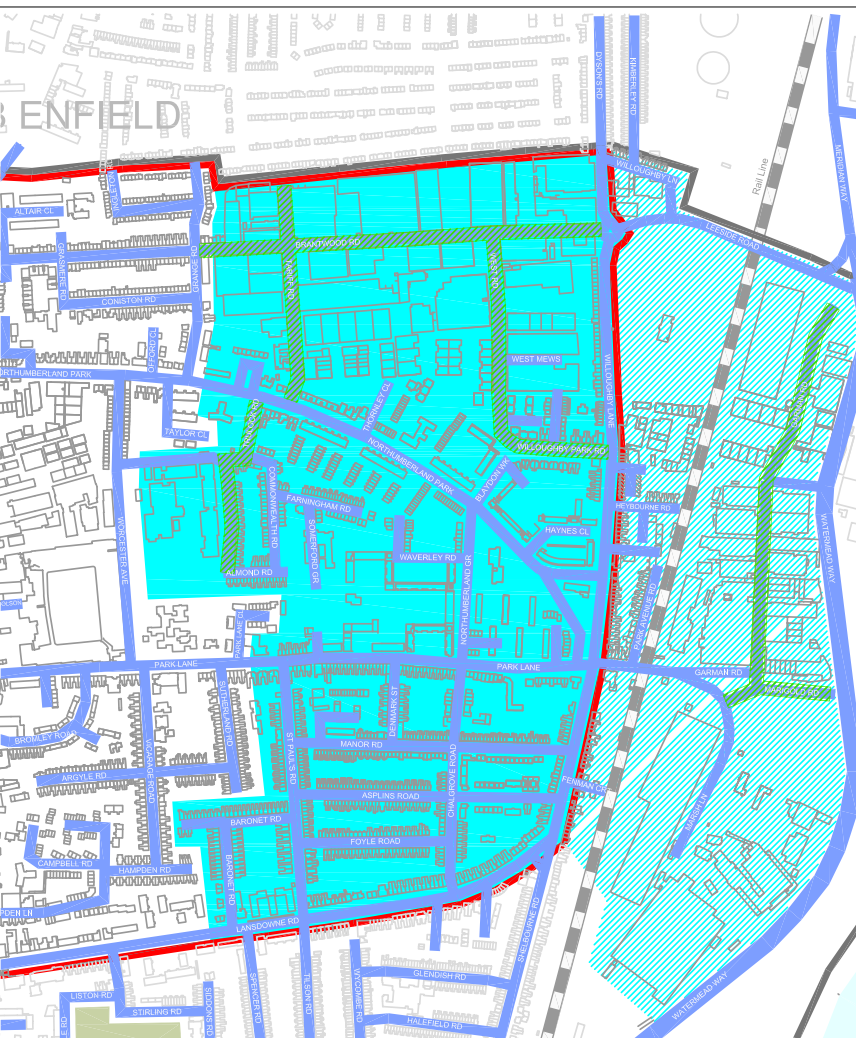
**Emergency Corridor restrictions** - At present on match days, various parking restrictions are in place to manage traffic and allow for an emergency evacuation route should any emergency situation arise at the stadium. Those restrictions apply between 11am and 11pm along the High Road and are a cause of concern for local businesses, who feel that the long hours are excessive and have a negative impact on their business. Following meetings with the Metropolitan Police, we have negotiated a reduction in the hours that these restrictions will need to apply in the future. With the revised match/event day arrangements the Emergency Corridor restrictions along the High Road will apply from 5pm instead of 11am, making additional parking available all day until 5pm on any match/event day.

**Administration of permits** - Residential parking permits are currently issued free of charge to residents who keep and use a vehicle where match day restrictions apply. Those permits have been issued without expiry dates. We recognise the need for greater controls to ensure that only residents who currently live in the area can hold a permit. We will be writing to all existing permit holders to ask them to confirm that they are still a resident within the match/event day zone. Each permit holder will need to provide appropriate documentation for their vehicle and proof of residence. Where residents are registered for council tax purposes, we will only require their council tax reference number. All new permits will be issued for a one-year period free of charge.

**Introduction of match/event day parking tariff for parking in the area on a match day -**

As recommended by the Environment and Housing Scrutiny Panel's recent review associated with the design, consultation and implementation of parking controls, we are putting forward a proposal that would allow us to better manage available kerb space by introducing pay and display bays for use by visitors on match/event days. The areas where this provision will be considered are indicated by the green hatching on the plan on the below. We recognise the need for residents and businesses within this area have priority parking, however there are several locations primarily in Garman Road, Brantwood Road, Marsh Lane and Tariff Road where better use of the kerb space can be made. A 'match/event day parking tariff' will operate in roads where there is no or very little current resident match day parking. Visitors to the football ground will be able to pay to park at a rate of between £6 and £10, depending on how close the location is to the stadium. The council will reserve the right to vary areas and charges that this proposal will apply to depending on the level of demand.

To comment on this proposal, please go to the enclosed questionnaire.



## 4 - Consultation on match/event day controls and 'full-time' controls in the Tower Gardens and Tottenham Hale

The council has previously received petitions for parking controls from residents in the Tower Gardens and Tottenham Hale areas as indicated right in orange. The petitions have requested the introduction of some form of parking controls to help ease current parking problems on weekdays and match/event days. These areas currently have no parking controls, although there are some limited existing waiting restrictions (single or double yellow lines) in place.

This proposal takes the opportunity to separately consult each of those two areas indicated on the possible introduction of 'all-week controls' and/or match/event day controls. The feedback from this consultation will help determine how residents and business feel about the possible introduction of some form of all-week parking controls and match/event day specific controls. It is important for residents and businesses to consider what parking restrictions they feel should be implemented to protect parking capacity during the week days and on event/match days.

If all-week controls are not supported, the council will still consider introducing match/event day restrictions. Please note, the consultation may result in the introduction of separate CPZs in either area and it's important to note the potential impact of other controls in adjacent areas.

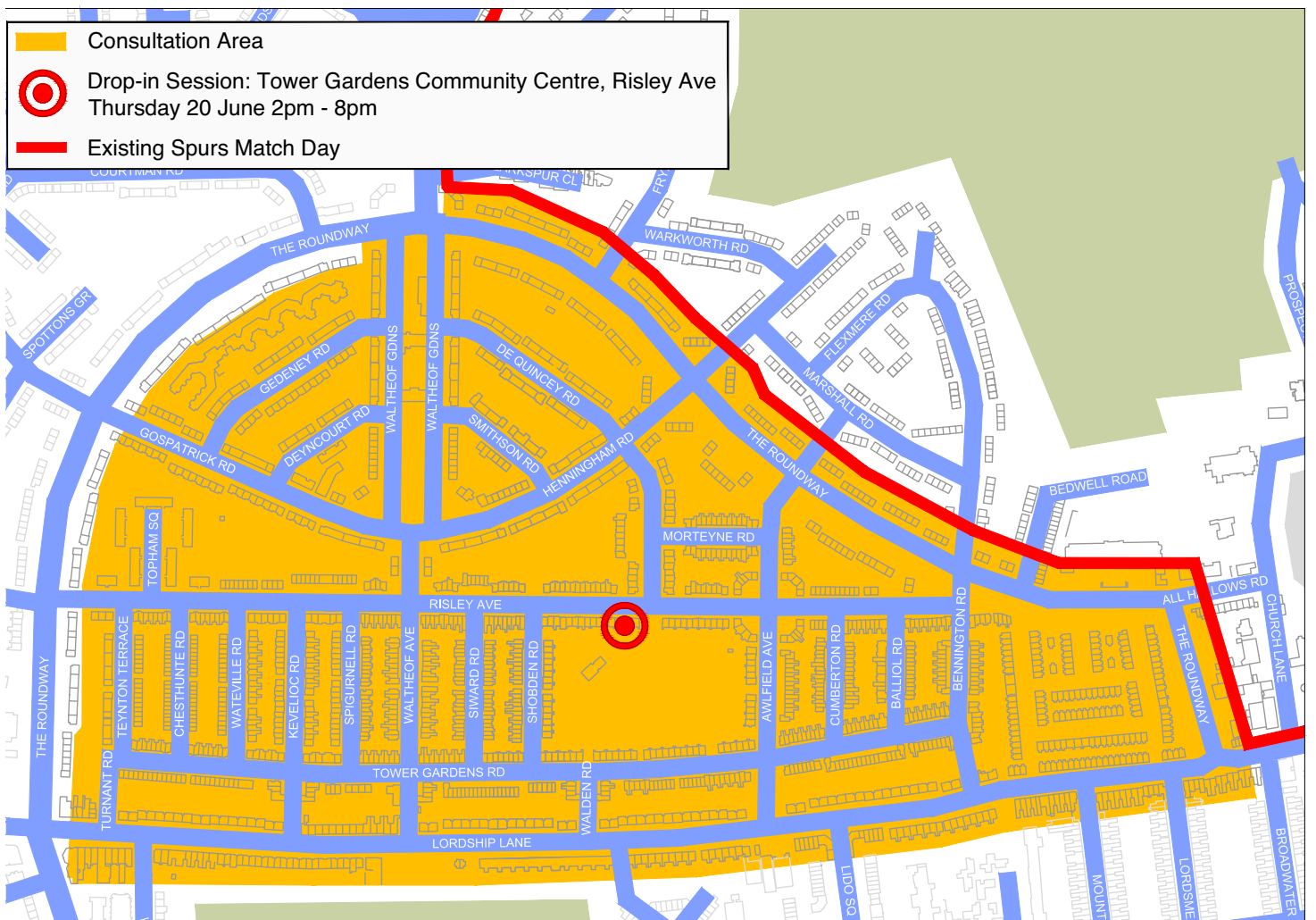
The operational hours are subject to consultation, please consider what hours and days of controls you think would be most effective in addressing any daily parking problems you experience. Match/event day controls would operate Monday to Friday, 5pm to 8:30pm and Saturday, Sunday and bank/public holidays noon-8pm

Depending on the outcome of the consultation, a decision will be made on whether any CPZ should be introduced. Where a decision is made to introduce a CPZ, and dependant on the times of operation, we would install combined CPZ and match/event day signage.

**Please see pages 16 to 22 titled 'Features of a CPZ' for detailed information regarding the introduction and operation of a CPZ including current permit prices.**

To comment on this proposal, please go to the enclosed questionnaire.

Please note: These proposals will not affect private or estate roads within Homes for Haringey and other housing association estates. Residents should contact their Tenancy Management Officer should they wish to discuss parking matters for where they live. Where any new scheme is introduced through these proposals, residents of Homes for Haringey and other housing association estates will be eligible to apply for an appropriate permit (subject to any car free restrictions). Please note where a CPZ is introduced, payment will be required for a CPZ permit.



# Tell us what you think

Please contact us between

**13 June 2013 and 5 August 2013**

We value the views of all residents and businesses, which will help us decide whether to introduce additional parking controls.

You can have your say on the proposals in the following ways:



**Questionnaire** - complete the attached questionnaire and send it back to us Freepost – no stamp required.



**Online** - visit the council's website at **[www.haringey.gov.uk/haveyoursay](http://www.haringey.gov.uk/haveyoursay)** and complete the online form



**Email** - if you have any questions or would like more information, email us at: **[frontline.consultation@haringey.gov.uk](mailto:frontline.consultation@haringey.gov.uk)**

## Drop-in and pop up consultation events



You can meet an officer from the project team and ask any questions about the proposals for parking in Tottenham and Northumberland Park by coming along to one or more of our drop-in events as detailed below.

A Turkish interpreter will be available at each of these sessions

The Irish Centre, Pretoria Road, N17 8DX

**Wednesday 19 June 2013 between 2pm-8pm**

Tower Gardens Community Centre, Risley Avenue, N17 7ER

**Thursday 20 June 2013 between 2pm-8pm**

The Kemble Hall, Kemble Road, N17 9UJ

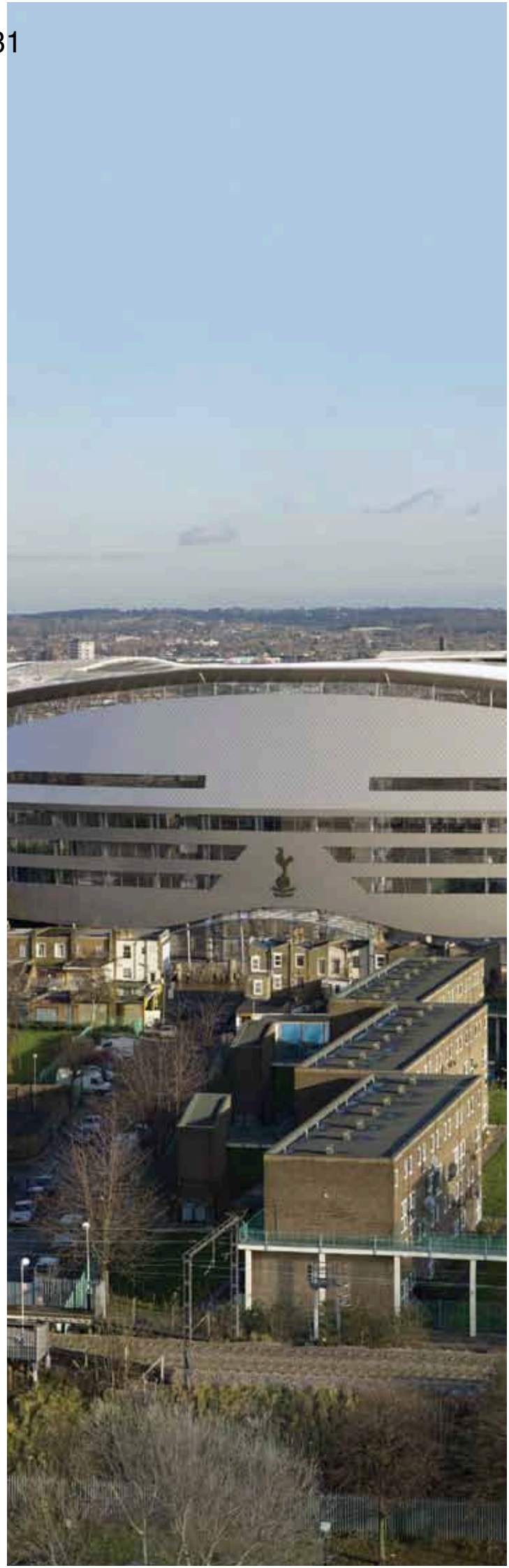
**Wednesday 10 July 2013 between 2-8pm**

Coombes Croft Library, High Rd, N17 8AD

**Thursday 11 July 2013 between 1-7pm**

We will also be organising ‘pop up’ consultation events, which will be advertised in your local area. Project team officers will be available to answer any questions on the proposals in this document.

Details of the council’s proposals will also be on display at Coombes Croft Library High Rd, N17 8AD between 13 June 2013 and 5 August 2013, when the consultation ends.



# Contact us

If you have any questions on the consultation process or proposals please email us at [frontline.consultation@haringey.gov.uk](mailto:frontline.consultation@haringey.gov.uk)

Or please contact the officer co-ordinating the consultation.

## Senior Consultation Co-ordinator

### Greville Percival

[Greville.Percival@haringey.gov.uk](mailto:Greville.Percival@haringey.gov.uk)  
020-8489-1326

For any other enquiries on our proposals, please contact one of the following project engineers.

## Project Team

### Vincent Valerio

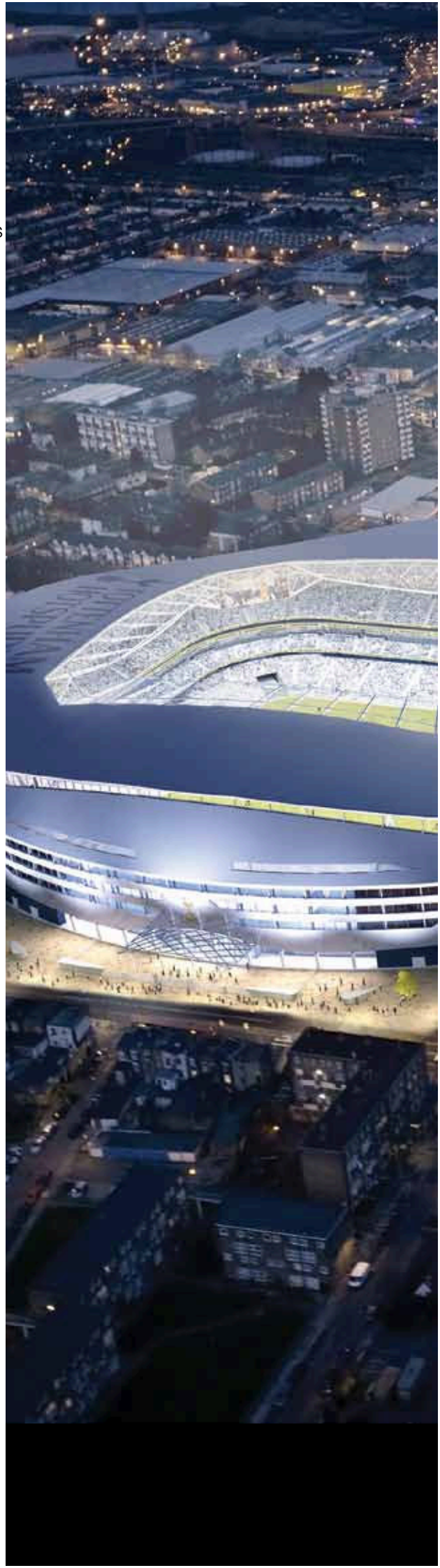
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### Barry Copestake

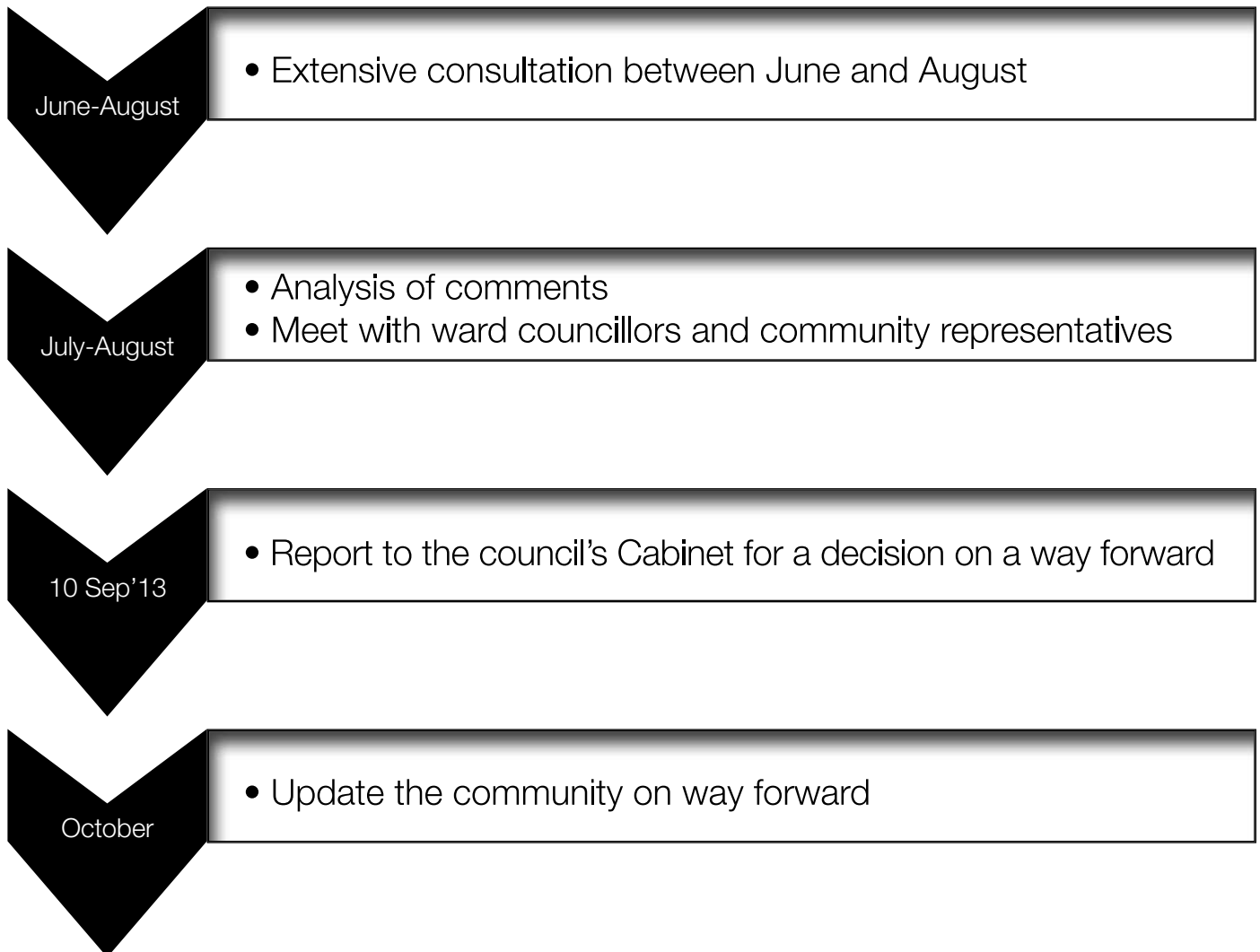
[Barry.Copestake@haringey.gov.uk](mailto:Barry.Copestake@haringey.gov.uk)  
020-8489-1324



# What will happen after we receive your comments?

Your comments and suggestions will be considered in detail by officers and councillors. A report will be submitted to the council's Cabinet on 10 September, where they will consider any recommendations made following the consultation.

We will write to you in October to let you know the outcome of the Cabinet's decision and what the next steps will be.



# Features of a CPZ

Controlled Parking Zones (CPZ) prioritise parking for residents and can ease local parking pressures, reduce traffic congestion, improve road safety and encourage the use of more sustainable forms of transport.

## Controlled Parking Zones (CPZ)

A Controlled Parking Zone (CPZ) is an area where all on-street parking is permit controlled and parking spaces are marked out. Yellow lines indicate where parking is restricted during the CPZ hours – or for longer periods if indicated. CPZs give priority to residents by ensuring that only vehicles displaying a valid permit can park in the zone during operational hours and also during the periods that event day restrictions apply.

CPZs and event restrictions are enforced by the council's Civil Enforcement Officers (CEOs) during the hours of operation.

Different types of bays are provided for specific groups of motorists. These consist of:

- residential – for residents and their visitors
- business – for businesses that require a vehicle for business use
- pay and display – short stay parking bays mainly for shoppers. Tickets can be purchased from ticket machines on site or by using the council's cashless system. There are other types of bays allowing a combination of the above; including shared use permit bays (residential and business).
- Match/event day parking bays - these bays will specifically allow parking for the period in which match day controls would operate

There are other types of bays allowing a combination of the above; including shared use permit bays (residential and business).

## CPZ Hours of operation

It is important that residents consider what hours of control they might want for a CPZ in their area along with the required event days restrictions.

Each of the 2, 4 and all-day hours of control bring different degrees of protected parking for residents. For example a 2-hour zone is most often used to prevent commuter parking around a local transport link such as tube or train stations. Longer hours may help where there are high levels of localised activity, for example where there are larger businesses without sufficient off street parking for their employees.

All-day controls ensure that all parking is regulated and does not allow any form of free parking in the area. This is particularly relevant in areas where there are higher levels of retail and other types of business activity. It is also appropriate where transport hubs are located.

## Further features of a CPZ for businesses, services and community users

CPZs specifically recognise the parking requirements of businesses, and various service providers. Business permits allow parking in business bays or in permit holder (shared-use) bays. There are strict criteria for business permits. Applicants must demonstrate:

- a regular and essential need to use a vehicle as part of their business,
- a need to transport bulky or high value goods on a regular basis,
- a requirement for staff to work unsociable hours, when public transport is less readily available.

Permits are not available for travelling to work (e.g. commuting) by car. Non-commercial employers (e.g. local schools and health providers) may apply for essential user permits to park within the zone. These are subject to strict issuing criteria and are assessed on individual circumstances.

For more information on this provision please refer to the parking pages on our website:

**[www.haringey.gov.uk/parking](http://www.haringey.gov.uk/parking)**

## Other provisions and restrictions in a CPZ

**Loading and unloading** - Service or delivery vehicles can load and unload for up to 40 minutes in any part of the zone when delivering or collecting goods, unless loading restrictions are in place. Loading/unloading must be continuous and usually consists of heavy or bulky goods, but not loading/unloading grocery shopping.

### **Suspension of parking places**



In certain circumstances the police or council may suspend parking bays, to allow for building operations, domestic removals, weddings, funerals, or special events. Parking bay suspensions require notice, in writing to the council of at least two clear weeks.

Parking bays are suspended by placing appropriate warning notices on the existing parking bay signage.

The start and end date of the suspension, and reason for the suspension are clearly displayed on the suspension signage to warn other motorists that they should not park in the location for the duration of the suspension.

Find out more, and on how to apply at **[www.haringey.gov.uk/parking](http://www.haringey.gov.uk/parking)**

## Signs and environmental Issues



Signs will be placed on existing lamp columns where possible. Additional signposts will only be erected when absolutely necessary.

## Driveways and pedestrian crossings

Parking is not allowed in front of a driveway during the operational hours of the CPZ or match/event day restriction. Outside the operating hours, parking is unrestricted.

Parking bays will not be placed in front of a legitimate crossover in place for off street parking. Driveways to single occupancy will be marked with a single yellow line, multiple occupancy properties will be marked with a double yellow line (which is an “At Any Time” waiting restriction enforced 24/7). You may not park in front of your driveway during the operational hours of the CPZ or match/event day restrictions. Where white advisory access bars are currently in place these would be supplemented by a yellow line waiting restriction.

## Special Parking Groups



**Disabled Badge Holders** – any vehicle displaying a valid disabled badge can park without a permit:

- in any resident and shared use bays within the CPZ
- on yellow lines for up to three hours, provided no obstruction is caused and there are no loading restrictions
- in any disabled bay, without time limit

**Doctors** – existing designated doctors’ parking bays for exclusive use by doctors will remain and no additional charges will be made.



**Motorcycles** – these can park perpendicular to the kerb in any of the parking bays, free of charge, apart from designated disabled or doctors’ bays.



**Car Clubs** - car clubs offer members the use of a vehicle on a ‘pay-as-you go’ basis. Car clubs offer the convenience of having your own car without the running costs. They also have their own dedicated parking spaces. Further information, and details of how to become a car club member can be found at [www.haringey.gov.uk](http://www.haringey.gov.uk)

## Types of parking permits

You will only need to display a parking permit during the hours of operation of the CPZ. A permit can be obtained by post, in person at council offices or online via the council's website. Detailed information about parking permits is sent to residents and businesses prior to the introduction of a new CPZ.

The charges for parking permits are used to cover the costs of operating and enforcing the scheme. Any surplus money is 'ring fenced' for reinvestment into highways and transport, including concessionary travel.

**Resident permits** – those living within the CPZ area are entitled to apply for a residential permit which entitles them to park in residents' bays and all shared-use bays.

**Resident visitor permits (short-stay)** – visitors including friends, relatives, health visitors or trade deliveries can park in a shared-use bay and buy a ticket from a pay and display machine. Alternatively, they can display 1 or 2 hour visitors' permits or all day which need to be purchased in advance by residents for this purpose.

**Resident visitor permits (two-week)** – longer term visitors should obtain long-stay visitor permits, which allow parking for two weeks. These permits can also be used by residents who hire a car for a short period. Long-stay visitor permits need to be purchased in advance by residents.

**Please note the following permits are subject to approval and receipt of the necessary documentation**

**Business Permits** – businesses within the CPZ area are entitled to apply for a business permit, which entitles them to park in designated business parking bays and permit holder (shared-use) bays.

**Traders Parking Permits** - Traders permits which are issued to trades people working at an address within a Controlled Parking Zone (CPZ), who require their vehicle(s) to be parked close to the address at which they are working and where no alternative parking is available.

**Carer's Permit** - these cater for the needs of those caring for residents in their own home. Residents who live in a controlled parking zone can apply for a Carer's Permit if their medical practitioner, nurse or social worker have completed and signed the declaration in the application form.

- We do not issue to commercial care enterprises
- We do not issue more than one permit for carers.

A full list of types of permits can be found at Haringey website at [www.haringey.gov.uk/parking](http://www.haringey.gov.uk/parking)

# Permit Charges

## Residents Permit Charges

Haringey permit charges are based on the CO<sub>2</sub> emissions of vehicles. For vehicles registered before 23 March 2001 charges are based on the vehicle's engine size.

Your vehicle registration document (log book) provides the necessary information including the year in which the vehicle was registered and engine size. CO<sub>2</sub> emissions information is also given for vehicles on or after 23 March 2001.

Please be aware that there is no concessionary rate for resident permits.

CO <sub>2</sub> Emission Band	First Permit (Annual)	Second and Subsequent
(up to 100 CO <sub>2</sub> g/km - including electric vehicles)	£21.20	£21.20
(101-150 CO <sub>2</sub> g/km)	£53.00	£84.90
(151-185 CO <sub>2</sub> g/km)	£106.10	£137.90
(186 CO <sub>2</sub> g/km and over)	£159.10	£212.20

## Engine size

Engine Size	First Permit (Annual)	Second and Subsequent
1549cc or less	£53.00	£84.90
1550cc to 3000cc	£106.10	£137.90
3001cc and above	£159.10	£212.20

## Administration Fee:

£10.60 payable for lost/damaged or transferred permits. Please note there is no concessionary rate for residential permits.

A full list of types of permits and permit charges can be found on the Haringey website at **[www.haringey.gov.uk/parking](http://www.haringey.gov.uk/parking)**

## Visitors Parking Permits

## Standard rates

Type of permit	Price	Conditions
One-hour (see note 3)	£3.60 per 12 vouchers	120 vouchers, maximum allocation in any 3 month period
Two-hour (see note 3)	£7.20 per 12 vouchers	60 vouchers, maximum allocation in any 3 month period
Two-hour (see note 3)	£12 per 20 vouchers	60 vouchers, maximum allocation in any 3 month period
Daily (sheet of 4)	£12.80 per 4 voucher	60 vouchers, maximum allocation in any 3 month period (15 sheets)
Weekend (see note 1)	£7.90 each	12 vouchers, maximum allocation in any 12 month period
Two-week (see note 2)	£12.80 each	2 vouchers, maximum allocation in any 12 month period

## Concessionary rates

A concessionary discount of 50 percent applies to residents aged 60 years and above or residents who are registered disabled. Proof of age or disability is required i.e. pension or allowance book.

Type of permit	Price	Conditions
One-hour (see note 4)	£1.80 per 12 vouchers	240 vouchers, maximum allocation in any 3 month period
Two-hour (see note 4)	£3.60 per 12 vouchers	120 vouchers, maximum allocation in any 3 month period
Two-hour (see note 4)	£6 per 20 vouchers	120 vouchers, maximum allocation in any 3 month period
Daily (sheet of 4)	£6.20 per 4 voucher	120 vouchers, maximum allocation in any 3 month period (30 sheets)
Weekend (see note 1)	£3.95 each	24 vouchers, maximum allocation in any 12 month period
Two-week (see note 2)	£6.40 each	4 vouchers, maximum allocation in any 12 month period

# Notes

**Note 1** - A weekend permit is valid from midday on Friday until midday on Monday.

**Note 2** - This permit is valid for one continuous two week period, the period it covers will be written on the permit by council staff.

**Note 3** - When making a standard rate Resident Visitor Permit application for both one-hour and two-hour, the maximum allowance is 120 hours per applicant.

**Note 4** - When making a concessionary rate Resident Visitor Permit application for both one-hour and two-hour, the maximum allowance is 240 hours per applicant.

Please note that a minimum purchase value of £10 applies for the purchase of Resident Visitor Permits. This helps reduce the previously large number of low value transactions often made in person at our Wood Green and South Tottenham Customer Service Centers. The minimum value for concessionary rate purchase of resident visitor permits is £5.

A standard rate applies to residents aged between 18 and 60 years.

A concessionary discount of 50 percent applies to residents aged 60 years and above or residents who are registered disabled. Proof of age or disability is required i.e. pension or allowance book.

Full information on visitors vouchers charges, please visit **[www.haringey.gov.uk/parking](http://www.haringey.gov.uk/parking)**

Albanian

Kurdish

Nëse dëshironi ta keni këtë në gjuhën tuaj, ju lutemi vendosni shenjën ✓ në kuti, shënoni emrin dhe adresën tuaj dhe niseni me postë falas në adresën e mëposhtme.

Ku hun wena la zîmanixa daxwâzin. Lewira îflaret bîkin Navixa û navnîflanaxa tije bikin â biflenin ê navnîflana jêr la vepêre.

Arabic

إذا كنت تود هذا الكتيب بلغتك، فالرجاء وضع علامة على المربع، واكتب إسمك وعنوانك وارسلهما بالبريد المجاني إلى العنوان المبين بأسفل

Portuguese

Se desejar receber o folheto na sua própria língua, por favor assinale a quadrícula, preencha com o seu nome e morada e envie para o endereço 'freepost' (com porte pago) abaixo indicado.

French

Pour recevoir ces informations dans votre langue, veuillez cocher la case, inscrire vos nom et adresse et nous renvoyer ce formulaire, sans affranchir, à l'adresse ci-dessous.

Romanian

Dacă doriți un exemplar al broșurii în limba dvs. maternă, vă rugăm să bifați caseta corespunzătoare, să ne dați numele și adresa dvs., și să trimiteți formularul la adresa de mai jos, fără timbru poștal.

Greek

Αν θέλετε αυτό το έντυπο στη γλώσσα σας, παρακαλούμε σημειώστε το τετράγωνο, συμπληρώστε το ονοματεπώνυμο και τη διεύθυνσή σας και στείλτε το στην παρακάτω διεύθυνση χωρίς ταχυδρομικό τέλος.

Somali

Haddii aad kan ku rabto afkaaga fadlan xarriijin ku dhig sanduuqa yar, ku qor magacaaga iyo cinwaankaaga oo markaas u dir cinwaanka boosta lacag la'aanta ah ee hoos ku qoran.

Hindi

आपनि यदि एटा आपनार निजेर भाषाय पेते चान तबे अनुग्रह करे सठिक बाक्से टिक दिन, एवं आपनार नाम ठिकाना लिखे निचेर ठिकानाय पाठिये दिन, एर जन्य कौन डाकटिकिट लागवे ना।

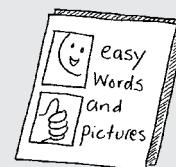
Turkish

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