

## Business Planning / MTF5 Options 2019/20 – 2023/24

Ref: PL13
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<b>Title of Option:</b>	Parking Transformation Programme		
<b>Priority:</b>	Place	<b>Responsible Officer:</b>	Stephen McDonnell
<b>Affected Service(s):</b>	Parking	<b>Contact / Lead:</b>	David Murray / Ann Cunningham

### Description of Option:

- *What is the proposal in essence? What is its scope? What will change?*
- *What will be the impact on the Council's objectives and outcomes (please refer to relevant Corporate Plan 2015-18 objectives and outcomes, and Borough Plan Evidence Packs)*
- *How does this option ensure the Council is still able to meet statutory requirements?*
- *How will the proposal deliver the benefits outlined?*

*[Proposals will be mapped to the new Borough Plan Priorities/Objectives/Outcomes as they emerge – please take account of any likely changes when framing proposals]*

The Parking Transformation Programme will deliver significant improvements to this service over the coming three years. A number of work streams are being developed, including the financial appraisals.

### Proposed Savings

Activity	Revenue Expenditure	Income	Net Savings	2020-2021	2021-2022	Total
CPZ Review and Expansion Phase 3	£500,000	(£1,000,000)	(£500,000)	(£500,000)		(£500,000)
Pricing and Permits - Diesel Surcharge	£0	(£500,000)	(£500,000)		(£500,000)	(£500,000)
<b>Total</b>	<b>£500,000</b>	<b>(£1,500,000)</b>	<b>(£1,000,000)</b>	<b>(£500,000)</b>	<b>(£500,000)</b>	<b>(£1,000,000)</b>

### CPZ Review and Expansion – phase 3

This will continue the CPZ rollout programme taking the borough to 100% coverage. Demand for CPZs is high and those controls support the delivery of transport and air quality strategies, as the delivery of new Borough Plan priorities.

### Pricing and Permits - Diesel Surcharge

The Council adopted a parking permit charging policy based on CO2 emissions a number of years ago, encouraging the use of more fuel efficient vehicles. Many boroughs are now extended their charging models to tackle emissions from Diesel vehicles. It is proposed that Haringey also does so, which will complement a range of other measures to improve air quality across the borough.

Any additional income will need to be ring fenced to fund transport related services, for instance contributing to concessionary travel costs.

1. Financial benefits summary					
2018/19 Service Budget (£000s)					
Savings	2019/20	2020/21	2021/22	2022/23	2023/24
<i>All savings shown on an incremental basis</i>	£000s	£000s	£000s	£000s	£000s
<b>New net additional savings</b>	0	500	500		

Impact / non-financial benefits and disbenefits
<p><b>What is the likely impact on customers and how will negative impacts be mitigated or managed?</b>  <i>List both positive and negative impacts. Where possible link these to outcomes (please refer to relevant Corporate Plan 2015-18 objectives and outcomes)</i></p>
<p>CPZs improve road conditions making them safe, improve air quality by reducing congestion and as such there no negative impacts.</p>
<p><b>What is the impact on businesses, members, staff, partners and other stakeholders and how will this be mitigated or managed? How has this been discussed / agreed with other parties affected?</b>  <i>List both positive and negative impacts.</i></p>
<p>Parking provisions will be made for Businesses.</p>
<p><b>How does this option ensure the Council is able to meet statutory requirements?</b></p>
<p>The Council has a statutory duty to manage the road network.</p>

Risks and Mitigation			
<i>What are the main risks associated with this option and how could they be mitigated?</i>			
Risk	Impact H/M/L	Probability H/M/L	Mitigation
The CPZ programme is subject to consultation and the community may reject proposals.	H	L	Consultation will be undertaken
The introduction of a Diesel surcharge is subject to consultation and the community may not support its introduction	H	M	Consultation will be undertaken