

**Report for: Cabinet Decision 10 November 2020**

**Title:** Supplementary Report on Parking Permits and Charges – Ultra Low Emission Zone (ULEZ) Readiness

**Report authorised by:**

Stephen McDonnell, Director of Environment and Neighbourhoods

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**Ward(s) affected:** All

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

**1. Describe the issue under consideration**

- 1.1 In March 2020, the Cabinet authorised officers to proceed to statutory consultation on amending relevant Traffic Management Orders to implement changes to parking permits and charges. The appendix to this report referenced a differential increase to a number of parking permit charge bands. However, the statutory consultation conducted in June 2020 proposed a flat £10 annual increase to all parking permit charge bands. In September 2020 Cabinet agreed to this flat £10 increase but appendix 2 to the report (which was referenced in its resolution) incorrectly included the differential increase.
- 1.2 This report therefore clarifies the parking charge increases to be implemented to all parking permit charge bands following statutory consultation and seeks authority to modify the draft legal traffic order accordingly.

**2. Cabinet Member Introduction**

- 2.1 This report clarifies that an increase of £10 will apply to all annual parking permit charge bands following the review of parking charges and in line with the associated statutory consultation. This report also confirms that the differential increase referred to in the appendix to the September 2020 report was not in accordance with the intended changes to parking permit charges and should therefore be disregarded.

### **3. Recommendations**

3.1 It is recommended that Cabinet;

(i) agree a flat rate £10 increase to all annual parking permit charges. That this increase and surcharges agreed by Cabinet in September will apply pro rata to the six monthly parking permits. Those charges are set out in appendix 1.

(ii) authorises officers to make the necessary changes to the Traffic Management Orders.

(iii) agree that those changes and the changes agreed by Cabinet in September become effective at the point of the new Parking IT system becoming live.

### **4. Reasons for decision**

4.1 This decision is required in order to clarify the parking charges to be implemented following statutory consultation undertaken in June 2020.

### **5. Alternative options considered**

5.1 The alternative option of doing nothing would leave an inconsistency in the Cabinet's decision and the parking charges that were intended to be implemented following statutory consultation.

### **6. Background information**

6.1 In March 2020, the Cabinet authorised officers to proceed to statutory consultation on a number of changes to parking permits and charges. This included a general increase to all parking permit charges. The appendix to the report, which set out the actual charges referenced a differential charge increase. This included a £10 increase to some parking permit charge bands, with a £20 increase applying to others. The consultation subsequently conducted specified a £10 flat rate increase to all parking permit charges.

6.2 The report presented to Cabinet in September 2020 seeking authority to proceed to implementation of those charges following consultation, sought approval for a £10 flat rate increase. However, the appendix to the report contained the same reference to a differential charge increase as that presented to Cabinet in March 2020.

6.3 In addition, the previous Cabinet decision gave authority for introducing these changes in November 2020. The introduction of those charges is dependent on the implementation of the new parking IT system. The phasing of the implementation of this system and its various modules is still under discussions with the IT provider, hence the recommendation to align itself with the start date once known.

## **7. Contribution to strategic outcomes**

- 7.1 The recommendations in this report support the delivery of Borough Plan, Transport Strategy and Air Quality Action plan (AQAP) objectives. The Transport Strategy includes a vision which improves our environment, provides accessible choices and makes walking, cycling and the use of public transport a first choice for all. One of the Strategy's priorities is "managing parking demand and provision on the borough's road network".

## **8. Comments of the Chief Finance Officer and Financial Implication**

- 8.1 This report seeks Cabinet approval for the adoption of the revised charges outlined in paragraph 3, this is in line with the Council's duty to encourage more use of sustainable travel options whilst setting the cost of parking at a reasonable level.
- 8.2 Each year the Council is required to reconsider the Parking charges as part of the annual fees and charges review, however this year no increases were made in April due to expectation of an independent exercise evaluating all the relevant charges.
- 8.3 Consultation on changes in prices was carried out in June 2020 and this paper seeks to implement those changes.
- 8.4 Any surplus income generated from these savings will be used to contribute towards expenditure incurred on sustainable transport.

## **9. Comments of the Head of Legal Services and Legal Implications**

- 9.1 The Council has legal authority under the Road Traffic Regulation Act 1984 (as amended) ("the 1984 Act") to introduce and review charges for parking in its area. In doing so, the Council can only introduce or vary parking charges for the purpose of relieving or preventing congestion of traffic.
- 9.2 There are no limits on the amount that a local authority can charge for parking permits and vouchers. Guidance issued by the Department of Transport on parking policy and enforcement (March 2015) recommends that authorities should set charges at levels which are consistent with the aims of the authority's transport strategy, including its road safety and traffic management strategies.
- 9.3 By virtue of section 46A of the 1984 Act, there is no statutory requirement for the Council to consult on the proposals to vary its parking charges. The Council must publish notice of variation in at least one local newspaper at least 21 days before the change comes into force.
- 9.4 The Council's consultation procedures in accordance with 1984 Act and the Regulations are as follows - 'a notice of proposal' to make the required traffic management orders will be advertised in the local press, and, if considered appropriate, in the London Gazette. The Council will then observe a 21-day

statutory consultation period. If any objections are received during this period the council will consider them via a report to the Cabinet Member for Environment before proceeding. When any objections have been considered the Council will then advertise a 'notice of making' in the local press, and, if considered appropriate, in the London Gazette. After this point the traffic management order's come into effect and changes can be made as required.

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

9.6 It is the view of legal services that what is being proposed and recommended within this report is in accordance with the law, as set out in this section.

## 10. **Comments of the Head of Procurement**

10.1 N/A

## 11. **Equality**

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

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

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

11.2 The Equality Impact Assessment (EqIA) for this programme was published in the September Cabinet report. It had not found any direct/indirect discrimination for any groups that share the protected characteristics.

11.3 The programme is designed to bring benefits for Haringey's residents. All residents will benefit from reduced traffic congestion and reduced numbers of polluting vehicles; as well as improved health from better air quality, and safer streets which will have less parking congestion. These benefits are seen as mitigating against the effects of increased parking charges which do impact more on low income groups which include BAME residents. The current charges programme therefore represents a further step towards addressing health inequalities affecting groups who share the protected characteristics.

11.4 Resident permit surcharges for higher polluting vehicles and extension of parking charges can impact adversely on those who rely on regular visits from family and from carers, especially if they need to buy large numbers of visitor permits. Needs will be monitored through additional consultations and reviews on the operation of parking controls, which will specifically include the possibility of having reduced operating hours in some Controlled Parking Zones. Dates of consultations will be defined and agreed by the Head of Service who will also require that consultations include provision for these requirements.

## **12. Use of Appendices**

Appendix 1 - Schedule of proposed increase by permit type including proposed surcharge

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

- The report on parking permits and charges ULEZ readiness March 2020.
- The results of Statutory Consultation on parking permits and charges September 2020.