

**Report for:** Cabinet 8 December 2020

**Title:** Council Housing Parking Estate changes.

**Report authorised by:** David Joyce, Director of Housing, Regeneration & Planning.

**Lead Officer:** Gethin Segel, Parking & Projects Manager, Homes for Haringey.

**Ward(s) affected:** All

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

## **1. Describe the issue under consideration**

- 1.1** The report requests Cabinet's approval to introduce a new estate parking management scheme that both meets residents' needs and the objectives of the estate parking review which Cabinet approved in July 2019.
- 1.2** The current Estate Controlled Parking Scheme (ECPS) is redundant and must be replaced. The ECPS became harder to enforce with the introduction of the Protection of Freedoms of Act 2012. The changing approach of the Driver and Vehicle Licensing Agency (DVLA) to providing keeper details makes it harder to collect fines. As a result, the scheme is financially unviable with tenants subsidising an unenforceable scheme regardless of whether they use a vehicle or live on an estate with parking controls.
- 1.3** The proposed new estate parking management scheme will align parking enforcement on housing land with on street parking using powers provided to Local Authorities under the Road Traffic Regulation Act 1984. This will allow an important service to be in-sourced to Haringey Parking Services from a private contractor. The new scheme will deliver a financially viable service with the powers to achieve effective enforcement and rules designed to support measures for tackling the current climate emergency.
- 1.4** Once the scheme is approved for adoption, implementation of the new controls on individual estates will be subject to consultation with affected residents, allowing local rules to be adjusted to meet local needs, wherever possible.

## **2. Cabinet Member Introduction**

- 2.1** This report outlines the results of a project designed to bring in-house a service, estate parking management, that our residents tell us is important but is not meeting their needs. The current system for controlling estate parking is ineffective and it is not fair that residents are subsidising a poor service which they may not even be using. It is therefore correct that we focused our Housing management provider, Homes for Haringey, on delivering a new improved service for our residents who are entitled to the best value for money offer that we can provide.
- 2.2** Delivering a new estate parking management scheme is an important step in demonstrating to residents that we understand what is important to them and will work with them when seeking to change services for the better. In the short term, the new scheme will deliver an improved service to over 280 estates across the borough which are home to over 12500 tenants, leaseholders and their families. In the medium to long term, it is hoped that the scheme will provide improved service to all our estates.
- 2.3** Improved parking controls will ensure that those estate residents who need it most will get the benefit of the available parking, especially the most vulnerable. A new estate

parking management scheme will provide the powers and income needed to achieve wider strategic aims around promoting active travel choices, reducing the use of carbon emitting vehicles and achieving channel shift to digital options.

### **3. Recommendations**

#### **Cabinet are recommended to:**

- 3.1** Approve the estate parking management scheme based on a Traffic Management Order (TMO) based scheme using powers provided to Local Authorities under the Road Traffic Regulation Act 1984.
- 3.2** Approve the proposal to in-source enforcement of estate parking to Haringey Council's own In-House Parking Service with income derived from enforcement collected by the Parking Account of the General Fund.
- 3.3** Delegate the service design and service level agreement for the in-sourced service to the Director of Environment and Neighbourhoods, and the Managing Director of Homes for Haringey in consultation with the Cabinet Member(s) responsible for Housing & Estate Renewal and Parking.

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

- 4.1** The current ECPS is redundant because the Protection of Freedoms Act makes it hard to enforce and lack of DVLA support means it cannot collect enough income to cover costs. A Traffic Management Order (TMO) based scheme is the preferred solution because it is the only option, meets the aims of the estate parking review to deliver a financially viable scheme with the powers to effectively control parking and meets residents' needs as well as assisting in tackling the climate change emergency. In addition, a TMO scheme is the Department of Transport's recommended solution operated successfully by neighbouring boroughs including Enfield and Islington.
- 4.2** In-sourcing the delivery of estate parking enforcement to Haringey Council's own Parking Service meets the objectives of the estate parking review established by Cabinet. This will allow Haringey Council to share resources and expertise in a sustainable way to generate efficiencies and savings. In addition, estate parking management will benefit from the improvements delivered by the Parking Transformational programme including new IT systems, online offers and resource management. Enforcement income generated on Housing Land does not fall within the definition of Housing Revenue Account charges as set out in the Local Government & Housing Act 1989 Schedule 4 Parts 1 or 2. Therefore, this income and any costs associated with collecting the income must fall within the General Fund. The Financial assessment indicates that both the Housing Revenue Account and General Fund will cover any costs incurred and have the potential to achieve a small surplus.
- 4.3** Delegating authority for the service design to the relevant Haringey Council Directors and Homes for Haringey Managing Director will ensure an efficient process. Delegating authority to the Cabinet Members for Housing & Estate Renewal and Neighbourhoods will provide member oversight to ensure an outcome which meets the objectives of the estate parking management review. The service design and accompanying reverse service level agreement will be designed to meet the estate parking management scheme and in accordance with the relevant requirements of Haringey Council and Homes for Haringey standing orders, financial regulations, and constitutions.
- 4.4** Furthermore, the proposals will address financial fairness and ensure sufficient income to cover the operating costs, roll out capital and finance costs over a long time.

The proposal to offer each household access to one free permit for vehicles at or below the average emissions level meets the needs of residents to address the potential negative financial impact of any new scheme. In addition, measures are included to protect vulnerable groups such as the disabled and OAPs with one free permit regardless of emission level offered. The proposal includes measures to tackle the climate emergency by financially incentivising households to consider both the number of vehicles they own and the emission level of each vehicle. Cabinet are required to approve any budget amendments. Approving a funding envelope will allow the Housing Revenue Account to ensure Homes for Haringey has sufficient budget to manage the new estate parking scheme on behalf of Haringey Council.

## **5. Alternative options considered**

### **5.1** Alternative options, including retaining the current scheme, have been considered, as follows:

- **Discontinue all parking controls** - The option has been considered and discounted because residents indicated an expectation that parking be managed for their benefit and failure to control parking represents a health and safety risk to emergency access routes.
- **Continue with the current ECPS** – The option has been considered and discounted. Although residents indicated support for this option, further engagement identified concerns that a new scheme would lead to high charges for parking permits. The concerns of residents have been mitigated with the proposals outlined in this report, which include the ability for each affected household to access one free permit dependant on emissions. Continuing the current arrangements would require tenants to subsidise an ineffective service via the Housing Revenue Account regardless of whether they use it or live on affected estates, which is inequitable.
- **Adopt housing roads as part of the public highway** – This option may have to be used on a small number of roads which cannot be classified as off-street parking places or private roads. However, it is not a viable option borough wide, because it requires Secretary of State approval as well as significant capital investment to adjust the land to public highway standards. In addition, this option would still require the implementation of controlled parking zones to deliver the parking controls that residents have indicated they expect.
- **Utilising automated controls such as barrier gates and number plate recognition** - The option to replace onsite enforcement by officers with remote or automated controls has been considered and is deemed of limited application. Automated controls such as barrier gates and CCTV recognition are only viable on a small number of sites with entrances that could allow access to be controlled in this manner. In addition, the level of investment required to deliver each installation is prohibitive. This option will be reconsidered for specific sites that are deemed suitable if the new estate parking management scheme generates a surplus for reinvestment.

### **5.2** The proposal outlined at Appendix B include proposals for limited permit charges. Alternative financial options were explored, in response to the consultation where 50.5% of respondents indicated they were opposed to the introduction of permit charges, with 40.6% indicating a preference for subsidies from rent and service charges. Options considered including the following:-

- **Offering a free service to all end users** - The option has been considered and discounted because the scheme would not generate enough income to self-

finance. In addition, this option would not allow the implementation of rules designed to reduce emissions and the number of carbon emitting vehicles.

- **Introducing a service charge to be paid by all residents** - The option has been considered and discounted because a service charge could not be levied on all potentially affected residents, including business tenants, freeholders, and sub-lessees. In addition, some leasehold agreements did not contain the clauses necessary to introduce a service charge of the type required. Therefore, a service charge could not be levied on all service users and would not address the underlying issue of tenants unfairly subsidising services for other, potentially more financially able, groups.
- **Introducing permit charges for some groups (i.e. Freeholders and Sub-Lessees) and subsidies for other groups (i.e. Tenants and Leaseholders)** – This option has been considered and deemed impractical. As detailed above, it may not be possible to introduce a service charge for all leaseholders, requiring different leaseholders to be charged in different ways. In addition, the different offer for each group would require a manual verification process to prevent application fraud. The additional administrative costs could render any new scheme financially unviable.

## **6. Background information**

- 6.1** Haringey Council has operated an Estate Controlled Parking Scheme (ECPS) since 1998. With the establishment of Homes for Haringey in 2006, day-to-day management of the scheme was delegated to them as part of the management agreement. The ECPS operates on 280 estates boroughwide covering over 12500 properties and garages. Enforcement has been delivered by an external contractor, Wing Parking Ltd. (Wing), since 1999 under contracts procured by Haringey Council. Officers propose negotiating a formal extension of the current contract with Wing to cover the winding up period of the current Estate Controlled Parking Scheme.
- 6.2** The ECPS is a “Contract Law” based scheme exercising powers given to Local Authorities under the Housing Act 1985, Section 21 (General Powers of Management) and Local Government Act 1972, Section 111 (Subsidiary Powers). The introduction of the Protection of Freedoms Act 2012 removed the right to clamp, tow or otherwise detain vehicles to enforce private parking schemes. As a result, the current ECPS can now only be enforced via the issuance of Parking Charge Notices (PCNs or Parking Tickets). Under the ECPS a Parking Charge Notice is issued for a breach of contract, allowing the Housing Revenue Account to manage all financial aspects of the scheme, including income from Parking Charge Notices.
- 6.3** If a Parking Charge Notice (PCN or Parking Ticket) is not paid, Wing will request keeper details from the Driver and Vehicle Licensing Agency (DVLA) to pursue the keeper for non-payment. However, following an instruction from the Department of Transport the DVLA now refuse requests for keeper details from London authorities operating Contract-Law based schemes rendering the scheme difficult to enforce if the keeper does not make themselves known to either Wing, Haringey Council or Homes for Haringey.
- 6.4** The ECPS was designed to be delivered free of charge to residents and self-financed via the income generated from collecting PCN fees. When introduced, the ECPS was both self-financing and successful in generating a surplus used to fund estate improvements. With the issues outlined above in paragraphs 6.2 and 6.3, the PCN collection rate has dropped from over 80% to approx. 24% and income is no longer enough to cover costs or generate a surplus. As a result, residents are now subsidising

the scheme, via the Housing Revenue Account, regardless of whether they use a vehicle or live on an estate with ECPS.

- 6.5** The Government is now consulting on a new code of practice for private parking enforcement which will further limit the effectiveness of the ECPS. The new code of practice will reduce the range of enforcement options, the areas of enforcement, the level of fine and the breaches of rules that can be controlled by fine. Any private parking scheme and out-sourced enforcement will be limited in its offer and unable to deliver either a financially viable or properly enforceable estate parking scheme.
- 6.6** In 2018/19, at the request of Haringey Council, Homes for Haringey undertook an options appraisal to consider the possible solutions for addressing the apparent deficiencies in the ECPS. The research confirmed that a Traffic Management Order scheme provides the powers required to meet stakeholder needs to improve enforcement, increase parking controls, encourage vehicle reduction, and promote modal shift in transport.
- 6.7** The options appraisal informed the proposal for an estate parking review which was approved by Cabinet in July 2019 with a proposal for a wide ranging consultation and engagement exercise. The proposals presented in this report represent the outcome of the estate parking review which was anticipated to be completed in April 2020 and delayed to due to the ongoing pandemic.

## **7. The proposal for a new estate parking management scheme**

- 7.1** The proposals outlined at Appendix A is to introduce a new Estate Parking Management Scheme operated via Traffic Management Orders (TMO) using powers provided to Local Authorities under the Road Traffic Regulation Act 1984.
- 7.2** A T O based scheme is the option the Department of Transport has recommended as the most effective form of managing housing estate parking and has already been adopted by several London Authorities, including Haringey's neighbours Barnet, Enfield, Hackney, and is in the process of being adopted by Islington. Those authorities operating under this model confirm it is an enforceable financially viable option which the DVLA support by providing keeper details on request.
- 7.3** Using TMOs on Housing Land will align parking management policy across all Haringey Council land as this is how controlled parking zones are managed. The delivery and management of TMOs requires a range of resources with specialist expertise not available within Homes for Haringey. The proposal is therefore to In-Source estate parking management to be delivered by Haringey Parking Services. In addition to ensuring that an estate parking management is supported by resource and expertise already in place, this represents the most efficient means of starting and implementing the new service.
- 7.4** The new estate parking management scheme will use statutory powers to enforce the scheme rules. As income derived from enforcement is not collectable by the Housing Revenue Account (HRA), the scheme will be split between the HRA and General Fund. Homes for Haringey will deliver day to day management of the estate parking scheme and will use the income derived from permits to meet any costs incurred by the Housing Revenue Account. Haringey Parking Services will use the income derived from enforcement to meet any costs incurred by the General Fund. The financial assessment at Appendix B indicates that both the Housing Revenue Account and General Fund will be able to both meet the costs of service delivery and generate a surplus.



- 7.5 In addition to offering the resources and expertise to deliver a TMO based Estate parking management scheme, Haringey Parking Services is in the process of undertaking a transformational programme to improve their service. Engaging the service to manage the estate parking management scheme will ensure Council housing residents enjoy the benefits of a modern improved service including an online/mobile offer and real time resource management. In addition, utilising Haringey Parking Service has the potential to generate efficiencies particularly in terms of onsite enforcement. This is because most estates are within Controlled Parking Zones, allowing patrols to manage sites with minimum deviation to assigned routes.
- 7.6 It is recommended that Cabinet delegate authority for the service design to Homes for Haringey Managing Director and the Director of Environment & Neighbourhoods. This is in line with clause 3.2 of the Homes for Haringey management agreement which allows the organisation to commission Haringey Council to deliver Support Services, (including Parking Services). In addition, clause 3.1.3 of the Homes for Haringey management agreement allows Haringey Council to delegate authority to Homes for Haringey to develop policy. To ensure the resulting service meets the objectives of the estate parking management review, it is further recommended that service design is delivered in consultation with the Cabinet Members for Housing & Estate Renewal and Neighbourhoods to ensure member oversight.
- 7.7 The principles of the estate parking management scheme have been set out at Appendix A and the service design will be developed to meet those requirements. Delivery of the service will be via a reverse Service Level Agreement, that is an agreement for Haringey Council to provide a service back to Homes for Haringey. The Service level agreement will set out how Haringey Parking Services will meet the service design, the cost of service delivery, annual fees, quality/performance monitoring measures and dispute resolution. The service will be monitored by Homes for Haringey's Estates & Neighbourhood Services and the ALMO Client Management team.
- 7.8 When approving the estate parking management review in July 2019, Cabinet set eight core objectives for any new estate parking management scheme. The review has ensured that the proposals outlined at Appendices A and B have been designed to meet the objectives of the estate parking management review as follows:-
- a) **A scheme that does not place a financial burden on residents that do not use it.** The permitting and permissions proposals detailed at Appendix B outline measures to ensure only those who use the service contribute to the operating costs.
  - b) **A scheme that can be operated in-house by Haringey Council Parking Services.** It is proposed to bring the management of estate parking in-house for delivery by Haringey Council's in-house Parking Service.
  - c) **An enforceable and financially viable scheme, self-financing where possible.** The financial assessment detailed at Appendix B has concluded the proposed scheme is financially viable. If income from either permits or enforcement is insufficient, charges would be reviewed via the Council's annual fees and charges setting process.
  - d) **Where charges are necessary, aim to set them at a reasonable level and no more than the charges levied of controlled parking zones.** The permitting and permissions proposals detailed at Appendix B detail a range of reasonable charges. Residents will be able to access some permits for free and where charges are applied, the level is approximately 50% of the equivalent controlled parking zone charge for a first vehicle.

- e) **A scheme capable of generating a net revenue, wherever possible, for reinvestment.** The financial assessment at Appendix B indicates net revenue of £163k will be achievable by the Housing Revenue Account and £70k by the General Fund per year. Initially any HRA surplus will be used to ensure a nil overall investment is required to roll out the new estate parking scheme. In the medium to long term, any surplus will be used for reinvestment with a commitment to promote modal shift to sustainable transport options including Electrical Vehicle Charging Points, Bike hangers and Car clubs. In addition, surplus can be directed to other parking and transport-related investment including road/footpath maintenance.
- f) **A service that offers an improved range of customer access options.** The current access options will be maintained and supplemented with additional online and mobile access options.
- g) **A solution that prioritises the parking needs of vulnerable and disabled residents.** Specific measures have been included in the proposals outlined at Appendix A to meet the needs of individual groups including designated disabled parking bays, commitment to offer a minimum amount of disabled parking and where to adjust disabled bays to meet physical needs. In addition, permitting and permissions proposals detailed at Appendix B include measures to ensure specific groups such as OAPs, Disabled and those suffering from long term illnesses/conditions are protected from charges, wherever possible, and can access parking for carers.
- h) **A scheme that provides the enforcement options that both meets customer needs and that supports the greenest borough agenda, including: -**
- **Rules to encourage a reduction in vehicles per household.** Households with 2 or more vehicles will be charged for permits to park the second and subsequent vehicles, with charges based on emission levels.
  - **Rules to promote a reduction in carbon emitting journeys per household.** All permits will be provided on an emissions basis as detailed in the permitting and permissions proposals at Appendix B.
  - **Anti-fraud measures, particularly around permit tampering and reselling.** In line with Haringey Council's new permitting arrangements, resident permits will be virtual to ensure that they cannot be tampered with. Restrictions will be placed on the number of visitor permits that can be used daily. Event day restrictions will include measures to prevent reselling and fraud.
  - **Rules to stop non-residents and businesses abusing the parking.** Specific measures have been included in the proposals outlined at Appendix A to address abuse by non-residents and businesses. In addition, the permitting and permissions proposals at Appendix B provide access to parking for legitimate business service delivery to residents.
  - **A wider range of enforcement times that cover peak usage periods.** The estate parking management scheme proposals at Appendix A provide for a wider range of enforcement times designed to cover peak usage and specific issues such as Tottenham Hotspur Stadium event days.
  - **A wider range of enforcement options that address antisocial activities, including the abandonment of vehicles on estates.** The estate parking management scheme proposals at Appendix A recommend a TMO based scheme with access to the full range of enforcement options available to Haringey Parking Services.

## **9. Resident consultation and engagement**

- 9.1** In July 2019, Cabinet approved a proposal to consult all affected residents on the future of estate parking. For Secure tenants, the consultation represented a formal consultation under Section 105 of the Housing Act 1985.
- 9.2** The approved consultation exercise was carried out in Autumn 2019 over a 10 week period with all affected residents on estates receiving a postal questionnaire. Over 12500 households and stakeholders were consulted and 1287 valid responses were received providing a statistically strong data set for analysis.
- 9.3** To better understand the consultation results, further engagement was undertaken via five Saturday daytime resident workshops in February and March 2020. Two further Saturday workshops were planned to present the initial proposals to residents, but these could not proceed due to the Covid-19 lockdown. To address this, Homes for Haringey held two online sessions via Microsoft Teams in September 2020.
- 9.4** The full results and details of the consultation and engagement exercises are presented at Appendix C (Estate Parking Review - Consultation and Engagement). The responses have been considered in forming the proposals as set out above and summarised below.
- Respondents agreed there is a problem with the current management of parking on estates which should be improved. The proposals outlined at 7.5 detail the plan to improve parking management and enforcement.
  - Opinions varied on the best solution for managing parking with majority support for keeping the current scheme despite the issues. Subsequent engagement identified support for retaining the current scheme was linked to concerns that any new scheme would result in high permit charges. The financial concerns of residents have been considered with the proposals for households to be able to access one free permit dependent on emissions level.
  - Respondents did indicate their support for ensuring those who used parking contributed to the management costs but did not support the introduction of direct charges for permits, preferring subsidies from rent and service charges. As outlined at 5.2, alternative means of ensuring parking management and enforcement are financed fairly, other than limited direct permit charges were considered and discounted.
  - Stakeholders indicated that some groups should be protected from the financial impact of any charges or subsidies. These included Old Aged Pensioners, Disabled residents and those with long term limiting illnesses/conditions. Specific measures have been included to ensure these residents and any carers are able to access permits either for free or at preferential rates. In addition, the proposals include measures to both increase the number of disabled parking bays and introduce designated parking bays.

## **10. Implementing the New Estate Parking Management Scheme**

- 10.1** Appendix D provides a summary delivery road map and high level risk register.
- 10.2** The new scheme will start to be introduced to estates in Quarter 1 of 2021/22 with the first estates going live in Quarter 2 at the earliest and full roll out will take approximately 18 months to complete.
- 10.3** The programme timeline expects the proposed reverse Service Level agreement will be designed and in place before the end of the 2020/21 financial year.
- 10.4** The new scheme will be piloted on six estates across the borough from the start of financial year 2021/22. The pilot will involve all the sites receiving each stage of



implementation including all the required consultations, surveys and site improvements. The scheme will then be operated on each site for a period of 3 months.

- 10.5 It is envisaged that the pilots will take 9 months to complete but work to start rolling out the scheme to other estates will start as soon as the lessons learned from initial implementations can be applied.
- 10.6 Implementation of the new controls on individual estates will be subject to both a formal consultation and informal consultation exercise. This will ensure that affected residents are aware of the proposals and can influence the local rules to meet needs and address onsite issues, wherever possible.

## **11. Contribution to strategic outcomes**

### **Priority 1 (Housing) of the Borough Plan 2019-23**

- Outcome 3: To drive up the quality of housing for everyone.

### **Priority 3 (Place) of the Borough Plan 2019-23**

- Outcome 9: A healthier, active, and greener place
- Outcome 10: A cleaner, accessible, and attractive place

### **Priority 5 (Your Council) priority of the Borough Plan 2019-23**

- Outcome 17: A council that engages effectively with its residents and businesses.
- Outcome 18: Residents get the right information and advice first time and find it easy to interact digitally.
- Outcome 20: We will be a council that uses its resources in a sustainable way to prioritise the needs of the most vulnerable residents.

## **12. Finance**

- 12.1 The current Estate Controlled Parking Scheme (ECPS) became harder to enforce with the introduction of the Protection of Freedoms of Act 2012.
- 12.2 This meant that it was not generating enough revenue to cover the cost of the scheme. The HRA has been subsidising the cost of operation of the scheme.
- 12.3 There are two potential income streams being considered in this new scheme. Permits & fee incomes estimated to generate £0.354m per annum and Enforcement Incomes via Penalty charge notices (PCN) estimated to generate £0.430m per annum. This represents a total forecast income of £0.784m per annum.
- 12.4 It is estimated that the cost of implementing this scheme will be £0.215m (capital) £0.155m (revenue). This represents a total cost of implementation of £0.370m.
- 12.5 The annual cost of day to day operations of the scheme is split between GF and HRA as enforcement services will be carried out in the GF. Thus, the enforcement incomes will accrue to the GF.
- 12.6 Income estimates are based on the same collection level of 67% as the Council parking service team. However, there is a risk that if the demand is reduced by 20%, the net surplus generated will not be able to cover the capital sum invested and cost of capital over the 7 year period but does in longer term.

12.7 The capital investment in the scheme will be funded from the HRA capital budget. This is subject to approval of the HRA 2021/22 budget/MTFS 2021-26 by full council in February 2021. The draw-down of the capital ask is subject to approval and due governance process.

12.8 The cost of enforcement will be funded from the Environment and Neighbourhood parking budget, while the parking operations cost will be funded from the HRA revenue budget. Both budgets subject to approval by full council in February 2021

### **13. Procurement**

13.1 Strategic Procurement note the recommendations of the report to introduce a new estate parking management scheme. The recommendations do not cover the procurement of external services and Strategic Procurement do not have any concerns about the recommendation of this report.

### **14. Legal**

The Assistant Director of Corporate Governance has been consulted in the drafting of this report.

14.2 The proposals are on a matter of housing management. All secure tenants likely to be substantially affected by the proposals are required (by s105 of the Housing Act 1985) to be consulted in accordance with the Council's arrangements

14.3 Those arrangements require:-

- Provision of sufficient information to understand the proposals
  - In writing by providing an Information Pack (including the Arrangements).
  - By a dedicated webpage on the Haringey website.
  - By holding at least one meeting.
- Arrangements for comment by providing:-
  - A feedback form.
  - An email address.
  - A postal address.
  - A telephone number.
- Publishing a date by when secure tenants should make their views known.

14.4 Before making a final decision, the Council will consider and take conscientious account of all representations made in accordance with the Arrangements.

14.5 Details of compliance with these requirements are set out in the body of the report as are further Legal comments.

14.6 There are no procurement implications to the proposals.

14.7 There is no legal reason why the Cabinet should not take the decisions recommended by this report.

## 15. Equality

- 15.1 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.
- 15.2 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.
- 15.3 The equality implications of policy changes arising from the proposals have been considered and a Full Equalities Impact Assessment undertaken prior to Cabinet considering these proposals.
- 15.4 No direct or indirect negative impacts are anticipated for people who share the protected characteristics and the new scheme includes provision to meet the specific parking needs of groups including older people, disabled people, people with conditions that limit their mobility, and people with caring needs.
- 15.5 The new scheme is informed by an inclusive consultation with affected residents. The results of this consultation have been assessed for ways in which responses vary across different groups of people and are set out in detail in the Equalities Impact Assessment.

## 16. Use of Appendices

**Appendix A.** Draft Estate Carparks and Roads Parking Management Scheme  
**Appendix B.** Financial assessment and permit proposal  
**Appendix C.** Estate Parking Review - Consultation and Engagement  
**Appendix D.** Summary delivery plan and high level risk register (see overleaf)  
**Appendix E.** Equalities Impact Assessment  
**Appendix F.** List of Estate Controlled Parking Schemes by Ward

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

- Equality Act 2010 - [www.legislation.gov.uk/ukpga/2010/15/contents](http://www.legislation.gov.uk/ukpga/2010/15/contents)
- Housing Act 1985 - [www.legislation.gov.uk/ukpga/1985/68/contents](http://www.legislation.gov.uk/ukpga/1985/68/contents)
- Local Government Act 1972 - [www.legislation.gov.uk/ukpga/1972/70/contents](http://www.legislation.gov.uk/ukpga/1972/70/contents)
- Local Government & Housing Act 1989 - [www.legislation.gov.uk/ukpga/1989/42/contents](http://www.legislation.gov.uk/ukpga/1989/42/contents)
- Protection Of Freedoms Act 2012 - [www.legislation.gov.uk/ukpga/2012/9/contents/enacted](http://www.legislation.gov.uk/ukpga/2012/9/contents/enacted)
- Public Contract Regulations 2015 - [www.legislation.gov.uk/uksi/2015/102/contents](http://www.legislation.gov.uk/uksi/2015/102/contents)
- Road Traffic Regulation Act 1984 - [www.legislation.gov.uk/ukpga/1984/27/contents](http://www.legislation.gov.uk/ukpga/1984/27/contents)

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