

APPENDIX B. FINANCIAL ASSESSMENT INCLUDING PERMITTING AND PERMISSIONS TO PARK PROPOSALS

1. Introduction

This document provides details of the financial assessment undertaken to ensure the proposed new scheme can cover day to day operating costs, achieve a payback period in the medium term and remain sustainable-over the long term.

The current Estate Controlled Parking Scheme was designed to be financed entirely from enforcement income but that is no longer sustainable due to changes in legislation and government guidance. This has resulted in a requirement to subsidise the scheme via the Housing Revenue Account. In developing the proposal to replace the Estate Controlled Parking Scheme (ECPS), the estate parking review considered the need to develop a proposal that allows for long term financial sustainability with the ability to derive income fairly from those who use the service.

In accordance with the objectives of the review, the proposals seek to reduce the need for charges. The assessments indicated that in all instances, some form of charge or subsidy from service users is required to ensure the scheme can cover both day to day and implementation roll out costs. Where a charge is necessary the proposals aim to set them at a reasonable level, and no more than the charges levied for the equivalent controlled parking zone service.

The assessment suggests if demand is maintained, the scheme will both cover day to day managements costs and achieve payback within 4 years of completing roll out or 5 years from project start (see table 5 below). The assessment also considered a possible 20% reduction in demand that suggests the scheme can still cover day to day managements costs, but a payback period could increase dramatically. If income is insufficient to either cover operating costs or achieve a reasonable payback the permit or enforcement charges would be reviewed via the Councils annual fees and charges setting process.

The scheme is expected to generate net revenue of £149k for the Housing Revenue Account from 2025/26 onwards and £78k for the Parking Account of the General Fund from 2023/24 onwards, dependant on demand. In the medium term the intention is that any surplus is used to recover the investment costs of setting up the new scheme, including signage, line marking, consultations etc. Once payback period is achieved, it is proposed to utilise any surplus generated to invest in estate improvements to support sustainable transport and modal transport shift to zero emission transport. Investment should include bicycle hangars, bike schemes, car clubs, and electric vehicle charging points.

2. Financial objectives of the Estate Parking Management review

The financial objectives of the review approved by Haringey Council's Cabinet in July 2019 were to ensure any new estate parking management scheme:

- a) A scheme that does not place a financial burden on residents that do not use it.
- b) A scheme that can be operated in-house by Haringey Council Parking Services.
- c) An enforceable and financially viable scheme, self-financing where possible.
- d) Where charges are necessary aim to set them at a reasonable level and no more than the charges levied of controlled parking zones.
- e) A scheme capable of generating net revenue, wherever possible.
- f) A solution that prioritises the parking needs of vulnerable and disabled residents

3. Financial issues with the current Estate Controlled Parking Scheme

The current Estate Controlled Parking Scheme was designed to be financed entirely from enforcement income. As illustrated at Table 1, over the last 3 financial years the net spend has

increased steadily since the introduction of the Protection of Freedoms Act 2012 and is no longer able to generate sufficient income to cover the full operational costs, including the Wing contract.

Table 1. 3year annual net spend on the current Estate Controlled Parking Scheme

| | Spend | Income | Shortfall |
|----------------|--------------|---------------|--------------------|
| 2017-18 | £343,623.00 | £253,646.00 | £89,977.00 |
| 2018-19 | £339,059.00 | £239,138.00 | £99,921.00 |
| 2019-20 | £392,810.00 | £279,950.00 | £150,360.00 |

4. Summary- Financial projection of the current and proposed scheme in Housing Revenue Account 2020-21 to 2024-25

Table 2 provides the detailed financial assessment. From 2023-24 the annual cost to the Housing Revenue Account of Estate parking management are estimated at just over £191.5k but will fluctuate in the interim as the new scheme is rolled out but the current one continued to maintain estate parking enforcement. These costings are based on 5years of day to day running costs associated with the current Estate Controlled Parking Scheme.

Table 2. Estimated day to day operating costs of the current and proposed scheme 2021-22 to 2024-25

It is expected that the proposed scheme will run concurrently with the current scheme for a period of two more financial years (2021/22 and 2022/23) to allow for some estate parking management to continue whilst the new scheme is rolled out.

| | 2020-21 Current Scheme | 2021-22 Both Schemes | 2022-23 Both Schemes | 2023-24 Proposed scheme | 2024-25 Proposed scheme |
|----------------------------------|---------------------------------------|-------------------------------------|-------------------------------------|--|--|
| Cost | | | | | |
| Management | £22,500.0 | £23,175.0 | £20,250.0 | £22,500.0 | £23,062.5 |
| Scratch cards Printing | £15,000.0 | £13,800.0 | £11,000.0 | £10,000.0 | £10,250.0 |
| Processing | £0.0 | £30,690.0 | £46,500.0 | £93,000.0 | £95,325.0 |
| Administration | £46,500.0 | £49,380.0 | £44,100.0 | £51,000.0 | £52,275.0 |
| Legal advice | £0.0 | £1,650.0 | £2,500.0 | £5,000.0 | £5,125.0 |
| Signage maintenance | £0.0 | £3,300.0 | £5,000.0 | £10,000.0 | £10,250.0 |
| Enforcement | £347,000.0 | £242,900.0 | £138,800.0 | £0.0 | £0.0 |
| Total | £431,000.0 | £364,895.0 | £268,150.0 | £191,500.0 | £196,287.5 |
| Permit and Fee income | | | | | |
| 1st Resident | £0.0 | £0.0 | £0.0 | £0.0 | £0.0 |
| OAP/Disabled | £0.0 | £0.0 | £0.0 | £0.0 | £0.0 |
| 2nd/High emission | £0.0 | £6,000.0 | £21,500.0 | £47,000.0 | £48,175.0 |
| Carers permit | £0.0 | £250.0 | £1,000.0 | £3,000.0 | £3,075.0 |
| Replacement | £0.0 | £400.0 | £1,500.0 | £4,000.0 | £4,100.0 |
| Visitor 1 hour | £0.0 | £4,250.0 | £16,000.0 | £34,000.0 | £34,850.0 |
| Visitor daily | £0.0 | £600.0 | £2,000.0 | £5,000.0 | £5,125.0 |
| Visitor long stay | £0.0 | £800.0 | £3,000.0 | £7,000.0 | £7,175.0 |
| Fleet permit | £0.0 | £500.0 | £2,000.0 | £5,000.0 | £5,125.0 |

| | 2020-21 Current Scheme | 2021-22 Both Schemes | 2022-23 Both Schemes | Proposed Scheme | Proposed Scheme |
|------------------------------|------------------------------|----------------------------|----------------------------|--------------------|--------------------|
| Staff permit | £0.0 | £2,000.0 | £7,000.0 | £16,000.0 | £16,400.0 |
| Team permit | £0.0 | £10,250.0 | £37,000.0 | £77,000.0 | £78,925.0 |
| Team scratch card | £0.0 | £500.0 | £1,000.0 | £3,500.0 | £3,587.5 |
| Business Premises | £0.0 | £100.0 | £4,000.0 | £9,000.0 | £9,225.0 |
| Contractors | £0.0 | £18,000.0 | £61,000.0 | £130,000.0 | £133,250.0 |
| Skip and material | £0.0 | £600.0 | £1,000.0 | £5,000.0 | £5,125.0 |
| Parking Suspensions | £0.0 | £1,000.0 | £4,000.0 | £9,000.0 | £9,225.0 |
| Total | £0.0 | £45,250.0 | £162,000.0 | £354,500.0 | £363,362.5 |
| Enforcement Income | | | | | |
| Total | £280,000.0 | £196,000.0 | £112,000.0 | £0.0 | £0.0 |
| Net Revenue (Deficit) | -£151,000.0 | -£123,645.0 | -£5,850.0 | £163,000.0 | £167,075.0 |
| Capital Roll out cost | | | | | |
| Project Support | £0.0 | £8,500.0 | £16,500.0 | £0.0 | £0.0 |
| Signage | £0.0 | £28,500.0 | £56,500.0 | £0.0 | £0.0 |
| Legal Advice | £0.0 | £1,750.0 | £3,250.0 | £0.0 | £0.0 |
| Site Improvements | £0.0 | £33,500.0 | £66,500.0 | £0.0 | £0.0 |
| Sub Total | £0.0 | £72,250.0 | £142,750.0 | £0.0 | £0.0 |
| Revenue Roll out cost | | | | | |
| Communications | £0.0 | £6,750.0 | £13,250.0 | £0.0 | £0.0 |
| Project Support | £0.0 | £8,500.0 | £16,500.0 | £0.0 | £0.0 |
| Training | £0.0 | £3,500.0 | £6,500.0 | £0.0 | £0.0 |
| IT | £0.0 | £11,500.0 | £23,500.0 | £0.0 | £0.0 |
| Consultation | £0.0 | £16,750.0 | £33,250.0 | £0.0 | £0.0 |
| Legal Advice | £0.0 | £5,000.0 | £10,000.0 | £0.0 | £0.0 |
| Sub Total | £0.0 | £52,000.0 | £103,000.0 | £0.0 | £0.0 |
| Net Surplus/(Deficit) | 2020-21 | 2021-22 | 2022-23 | 2023-24 | 2024-25 |
| Current Scheme | £151,000.0 | £105,700.0 | £60,400.0 | £0.0 | £0.0 |
| Proposed Scheme | £0.0 | £142,195.0 | £179,500.0 | £163,000.0 | £167,075.0 |
| Total | £151,000.0 | £247,895.0 | £239,900.0 | £163,000.0 | £167,075.0 |
| 2020-21 | 2021-22 | 2022-23 | 2023-24 | 2024-25 | |
| Existing Budget | £145,500.0 | £0.0 | £0.0 | £0.0 | £0.0 |
| Estimated Spend Old | £431,000.0 | £301,700.0 | £172,400.0 | £0.0 | £0.0 |
| Estimated Spend New | £0.0 | £187,445.0 | £198,750.0 | £191,500.0 | £196,287.5 |
| Estimated Income Old | £280,000.0 | £196,000.0 | £112,000.0 | £0.0 | £0.0 |
| Estimated Income New | £0.0 | £45,250.0 | £162,000.0 | £354,500.0 | £363,362.5 |
| HRA Surplus/(Deficit) | £5,500.0 | £247,895.0 | £97,150.0 | £163,000.0 | £167,075.0 |

| | 2020-21 Current Scheme | 2021-22 Both Schemes | 2022-23 Both Schemes | Proposed Scheme | Proposed Scheme |
|------------------------------|------------------------------|----------------------------|----------------------------|--------------------|--------------------|
| | 2023-24 | 2024-25 | 2025-26 | 2026-27 | 2027-28 |
| HRA deficit 2020-23 | -£350,545.0 | £187,545.0 | £20,470.0 | £0.0 | £0.0 |
| Net revenue | £163,000.0 | £167,075.0 | £169,581.1 | £172,124.8 | £174,706.7 |
| Net Surplus/(Deficit) | -£187,545.0 | -£20,470.0 | £149,111.1 | £172,124.8 | £174,706.7 |

The new scheme becomes self-financing in 2027/28 (after paying back all Capital/Revenue costs over 6 years)

5. Financial Projection of Proposed Scheme in General Fund

As the new estate parking scheme will be a statutory scheme it will generate enforcement income. However, enforcement income is not an income stream that falls with the definition of the Housing Revenue Account and will therefore be collected by the General Fund, which will also incur the cost of collecting the income. As outlined in Table 4 below, from completion of roll out (2023-24) the annual cost to the General Fund of Estate parking enforcement, appeals and administration are estimated at just over £354k with income from enforcement estimated at £430k. In addition, the table illustrates that from start of roll out in year 2021-22 onwards the scheme is forecasted to generate sufficient income to cover operating costs incurred by the general fund. These costings are based on 5 years of day to day running costs associated with the current Estate Controlled Parking Scheme and suggest the General Fund will cover all costs incurred.

Table 4. Financial project of costs and income to the General Fund.

| | 2020-21 | 2021-22 | 2022-23 | 2023-24 | 2024-25 |
|---------------------------------------|-------------|------------------|-------------------|-------------------|-------------------|
| Costs | | | | | |
| Appeals and processing | £0.0 | £6,000.0 | £24,000.0 | £48,000.0 | £49,200.0 |
| Parking IT and Administration | £0.0 | £5,000.0 | £18,000.0 | £36,000.0 | £36,900.0 |
| Enforcement | £0.0 | £20,000.0 | £145,750.0 | £270,000.0 | £276,750.0 |
| Total | £0.0 | £31,000.0 | £187,750.0 | £354,000.0 | £362,850.0 |
| Enforcement Income | | | | | |
| PCN (Serious contraventions) | £0.0 | £40,000.0 | £158,500.0 | £350,000.0 | £358,750.0 |
| PCN (Less serious contraventions) | £0.0 | £10,000.0 | £39,000.0 | £80,500.0 | £82,512.5 |
| Total | £0.0 | £50,000.0 | £197,500.0 | £430,500.0 | £441,262.5 |
| | | | | | |
| Net Revenue Generated | £0.0 | £19,000.0 | £9,750.0 | £76,500.0 | £78,412.5 |
| | | | | | |
| Existing Budget | £0.0 | £0.0 | £0.0 | £0.0 | £0.0 |
| Estimated Spend | £0.0 | £31,000.0 | £187,750.0 | £354,000.0 | £362,850.0 |
| Estimated Income | £0.0 | £50,000.0 | £197,500.0 | £430,500.0 | £441,262.5 |
| General Fund Surplus/(Deficit) | £0.0 | £19,000.0 | £9,750.0 | £76,500.0 | £78,412.5 |

6. Financing the project to develop and implement the new Estate Controlled Parking Scheme from the Housing Revenue Account

Table 5 below provides a summary of the estimated roll out costs with Tables 6 & 7 outlining the expected payback period, based on nil or 20% reduction in demand.

- a) As outlined at Table 5, the estate parking budget is operating at a small deficit which will increase in years 2021/22 and 2022/23 as the HRA finances the roll out of the new scheme whilst maintaining partial enforcement of the old scheme.
- b) From project start in 2021/22 it is estimated the scheme will payback by year 6 (2025/26).
- c) If demand or income falls by 20% the payback period could increase to 8 plus years.
- d) Thereafter annual income is expected to cover costs and achieve a small net revenue.
- e) The existing estate works capital fund of £1.627m will be used for the majority of roll out site improvements to ensure road surfaces etc. are up to standard.
- f) In financial years 2021/22 and 2022/23, additional capital funding of £215k and revenue budget of £155K will be sought for direct costs associated with rolling the scheme out.
- g) Implementation and roll out costs will be subject to the normal business planning and budget setting process.

Table 5. Capital and Revenue roll out costs and Net Surplus/Deficit to the Housing Revenue Account

| HRA roll out costs | 2020-21 | 2021-22 | 2022-23 | 2023-24 | 2024-25 |
|------------------------------|--------------------|---------------------|--------------------|-------------------|-------------------|
| Capital Roll out cost | | | | | |
| Project Support | £0.00 | £8,500.00 | £16,500.00 | £0.00 | £0.00 |
| Signage | £0.00 | £28,500.00 | £56,500.00 | £0.00 | £0.00 |
| Legal Advice | £0.00 | £1,750.00 | £3,250.00 | £0.00 | £0.00 |
| Site Improvements | £0.00 | £33,500.00 | £66,500.00 | £0.00 | £0.00 |
| Sub Total | £0.00 | £72,250.00 | £142,750.00 | £0.00 | £0.00 |
| Revenue Roll out cost | | | | | |
| Communications | £0.00 | £6,750.00 | £13,250.00 | £0.00 | £0.00 |
| Project Support | £0.00 | £8,500.00 | £16,500.00 | £0.00 | £0.00 |
| Training | £0.00 | £3,500.00 | £6,500.00 | £0.00 | £0.00 |
| IT | £0.00 | £11,500.00 | £23,500.00 | £0.00 | £0.00 |
| Consultation | £0.00 | £16,750.00 | £33,250.00 | £0.00 | £0.00 |
| Legal Advice | £0.00 | £5,000.00 | £10,000.00 | £0.00 | £0.00 |
| Sub Total | £0.00 | £52,000.00 | £103,000.00 | £0.00 | £0.00 |
| Net Surplus/(Deficit) | 2020-21 | 2021-22 | 2022-23 | 2023-24 | 2024-25 |
| Current Scheme | -£151,000.0 | -£105,700.0 | -£60,400.0 | £0.00 | £0.00 |
| Proposed Scheme | £0.00 | -£142,195.0 | -£179,500.0 | £163,000.0 | £167,075.0 |
| Total | -£151,000.0 | -£247,895.0 | -£239,900.0 | £163,000.0 | £167,075.0 |
| Existing Budget | £145,500.0 | £0.00 | £0.00 | £0.00 | £0.00 |
| Estimated Spend old | £431,000.0 | £301,700.00 | £172,400.00 | £0.00 | £0.00 |
| Estimated Spend new | £0.0 | £187,445.00 | £198,750.00 | £191,500.0 | £196,287.5 |
| Estimated Income old | £280,000.0 | £196,000.00 | £112,000.00 | £0.00 | £0.00 |
| Estimated Income new | £0.0 | £45,250.00 | £162,000.00 | £354,500.0 | £363,362.5 |
| HRA Surplus/(Deficit) | -£5,500.0 | -£247,895.00 | -£97,150.00 | £163,000.0 | £167,075.0 |

Table 6. Housing Revenue Account Payback period (assumes no reduction in demand from residents and other stakeholders).

Assuming nil reduction in demand, the new scheme becomes self-financing in 2025/26 (after paying back all Capital/Revenue costs over 5 years)

| | 2023-24 | 2024-25 | 2025-26 | 2026-27 | 2027-28 |
|--|---------|---------|---------|---------|---------|
|--|---------|---------|---------|---------|---------|

| | | | | | |
|----------------------------------|--------------------|-------------------|-------------------|-------------------|-------------------|
| HRA deficit 2020/21-22/23 | -£350,545.0 | £187,545.0 | £20,470.0 | £0.0 | £0.0 |
| Net revenue | £163,000.0 | £167,075.0 | £169,581.1 | £172,124.8 | £174,706.7 |
| Net Surplus/(Deficit) | -£187,545.0 | -£20,470.0 | £149,111.1 | £172,124.8 | £174,706.7 |

Table 7. Housing Revenue Account Payback period (assumes a 20% reduction in permit demand and enforcement income).

Assuming 20% reduction in demand, the new scheme becomes self-financing in 2026/27 (after paying back all Capital/Revenue costs over 6 years)

| | 2023-24 | 2024-25 | 2025-26 | 2026-27 | 2027-28 |
|------------------------------|--------------------|--------------------|-------------------|------------------|------------------|
| Permit & Fee Income | £283,600.0 | £287,854.0 | £292,171.8 | £296,554.4 | £301,002.7 |
| Management cost | £191,500.0 | £196,287.5 | £199,231.8 | £202,220.3 | £205,253.6 |
| Net revenue | £92,100.0 | £91,566.5 | £92,940.0 | £94,334.1 | £95,749.1 |
| Deficit 2020-21 to 2022-23 | £350,545.0 | £258,445.0 | £166,878.5 | £73,938.5 | £0.0 |
| Net Surplus/(Deficit) | -£258,445.0 | -£166,878.5 | -£73,938.5 | £20,395.6 | £95,749.1 |

7. Permit and permissions to park proposal

- 7.1** The proposal outlined at paragraphs 5.2-5.5 include proposals for limited permit charges. Alternative 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.
- i. **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.
 - ii. **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.
 - iii. **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.

7.2 Resident permits

A key concern for residents is the potential financial impact of a new scheme. In addition, many estates offer a low ratio of parking spaces to properties which means many residents hold permits for our estates and the CPZ to ensure they can park. However, it is essential the proposals ensure any scheme is financed properly and fairly as well as incentivising behaviours to tackle the

current climate emergency. The recommendations outlined below include measures to address resident concerns and achieve the financial and climate change objectives of the estate parking review.

- In accordance with current Haringey Council policy it is recommended that all charges be based on the emission level of the vehicle.
- Households will be offered one free resident parking permit for any vehicle with average carbon emissions, currently set at 140 CO₂ g/km.
- Any resident who is an Old Aged Pensioner (as defined by Government), disabled or suffering from a long-term limiting illness/condition will be offered one free permit, regardless of emissions category.
- To encourage residents to move to lower emission vehicles there will be a permit charge for all vehicles above the average emissions category.
- To encourage residents to reduce the number of vehicles on estates there will be an emission based permit charge for second and subsequent vehicles.
- Carers will be offered one discounted permit, equivalent to the administration cost of issuing a permit. All other permits will be charged on an emissions basis.
- Drivers of low emission vehicles will be offered one discounted permit, equivalent to the administration cost of issuing a permit.
- It is recommended that the costs of any chargeable resident permits be set as low as possible, approximately 50% of the equivalent Controlled Parking Scheme permits for a first vehicle
- If accepted, the average annual charge for a resident parking permit, for households with 2 or more vehicles will be £45.

Table 8. Proposed resident and carers permits and permissions.

First resident permit per household- CO₂ Emission Band

Up to 140 CO₂ g/km including electric vehicles Free

141 CO₂ g/km and above £45.00

First resident per household - Engine size Band (For vehicles registered prior to March 2001 or where emissions unknown)

Not over 1549cc Free

1550cc and above £45.00

First resident permit per household (OAP or Disabled or Long term limiting illness/condition) Free

Carers permit - CO₂ Emission Band

Up to 140 CO₂ g/km including electric vehicles £12.00

141 CO₂ g/km and above £45.00

Carers permit - Engine size Band (For vehicles registered prior to March 2001 or where emissions unknown)

Not over 1549cc £12.00

1550cc and above £45.00

Second or subsequent resident/discretionary carers permit per household - CO₂ Emission Band

Up to 100 CO₂ g/km including electric vehicles £12.00

101-110 CO₂ g/km £20.00

111-120 CO₂ g/km £25.00

121-130 CO₂ g/km £35.00

131-140 CO₂ g/km £45.00

141-150 CO₂ g/km £55.00

151-165 CO₂ g/km £65.00

166-175 CO2 g/km £75.00
 176-185 CO2 g/km £85.00
 186-200 CO2 g/km £105.00
 201-225 CO2 g/km £125.00
 226-255 CO2 g/km £145.00
 Over 255 CO2 g/km £165.00

**Second or subsequent resident/carers permit per household - Engine size Band
 (For vehicles registered prior to March 2001 or where emissions unknown)**

Not over 1549cc £35.00
 Over 1550cc to 3000cc £65.00
 3001cc and above £165.00

Diesel Vehicle Emission Surcharge

Up to 140 CO2 g/km £10.00
 141 CO2 g/km and above £20.00

Courtesy Car Permits (One per resident per annum)

Courtesy Car £12.00

Temporary permits (One per resident per annum)

One Month £12.00

Change of vehicle and replacement permits

Changing vehicle/vehicle registration mark or lost permit £12.00

7.3 Visitor parking proposal

The results of consultation indicate residents' requirements to ensure any new scheme allow legitimate visitors to use available parking but also ensure only service users pay for the costs of parking management. In relation to visitor parking is the potential financial impact of any new scheme. The recommendations outlined below include measures to meet resident needs whilst achieving the financial objectives of the estate parking review.

- A range of visitor parking options will include hourly, daily, weekend and fortnightly.
- Short stay visitor parking on event days will be subject to a surcharge to reflect additional enforcement costs and to discourage reselling for profit.
- Long stay permits (weekend and 2 week) will be subject to a processing charge equivalent to the admin cost (current estimate £12).
- Event day charges are set to cover the additional enforcement costs and prevent abuse by those currently reselling visitor permits for profit.
- Residents will be able to arrange visitor parking online or via mobile app, encouraging channel shift, and reducing the need to plan in advance.
- To support those residents who cannot use online applications the current option for scratch cards and paper permits will be maintained

Table 9. Proposed Visitor short and long stay permits, including event day.

Short stay visitor parking online (Except event days)

1-2hours (per hour) £0.80
 3 or more hours (per hour) £1.00
 Sunday after 13:00 Free
 Bank Holidays Free

Short stay visitor parking scratch cards

One hour (up to 2hour stay) £0.80

Daily (Except event days)

Per day £3.00

Weekend

£12.00

2 weeks

£12.00

7.4 Haringey Council and Homes for Haringey

Service delivery requires visiting estates but not every service requires a vehicle journey. In addition, only essential vehicle users should be guaranteed access to parking on estates. The proposals are to introduce charges to encourage all departments across both organisations to review both the use of vehicles by staff and the emissions of those vehicles.

- **Fleet vehicles** – Will receive preferential rates with discounts for low emission vehicles to promote sustainable travel. **Average charges will be £20 per year.**
- **Team permits** – A range of scratch cards and shared “any vehicle” permits will be available to allow teams access to parking for service delivery whilst reducing the number of individual staff permits.
- **Staff permits** - Individual permits will be charged on an emission basis to encourage transition to sustainable travel and team options. Applications will be accepted from essential vehicle users. All other applications will be subject to a business case. **Average charge £60 per year.**

Table 10. Proposed Staff and fleet permits and permissions to park.

Haringey Council or Homes for Haringey Branded Vehicle (including Veolia)

Up to 100 CO2 g/km including electric vehicles £12.00

Over 101 CO2 g/km £20.00

Individual Staff permit - CO2 Emission Band

Up to 100 CO2 g/km including electric vehicles £20.00

101-110 CO2 g/km £30.00

111-120 CO2 g/km £40.00

121-130 CO2 g/km £60.00

131-140 CO2 g/km £80.00

141-150 CO2 g/km £100.00

151-165 CO2 g/km £120.00

166-175 CO2 g/km £140.00

176-185 CO2 g/km £160.00

186-200 CO2 g/km £200.00

201-225 CO2 g/km £240.00

226-255 CO2 g/km £280.00

Over 255 CO2 g/km £320.00

Individual Staff permit - Engine size Band (For vehicles registered prior to March 2001 or where emissions unknown)

Not over 1549cc £60.00

Over 1550cc to 3000cc £120.00

3001cc and above £320.00

Transferable Permit - Max 10 permits per department/service per year £380.00

Scratch Cards - Max 300 scratch card sheets per department/service per year

£5.00 each

7.5 Businesses

Various businesses, traders and contractors need to visit and park on our estate in order to deliver services to residents. Abuse of parking by businesses is an ongoing issue and a concern

for residents, the proposals will allow business access to parking but also encourage them to reassess whether that is required.

- **Traders** – Businesses with premises on estates will be eligible for an emission based permit. **The average charge will be £160 per year.**
- **Contractors and Businesses** – Will be eligible for a specific permit subject to an emission based charge. **The average charge will be £320 per year.**
- **Parking Suspensions, Skips and road closures** – Will be subject to admin fees to cover the work of facilitating them. **The average charge will be £90 per week.**

Table 11. Proposed Business & Contractor permits and permissions to park.

Business premises tenant - specific estate

CO2 Emission Band

Up to 100 CO2 g/km including electric vehicles £100

101-110 CO2 g/km £120

111-120 CO2 g/km £140

121-130 CO2 g/km £160

131-140 CO2 g/km £180

141-150 CO2 g/km £200

151-165 CO2 g/km £220

166-175 CO2 g/km £240

176-185 CO2 g/km £260

186-200 CO2 g/km £280

201-225 CO2 g/km £300

226-255 CO2 g/km £320

Over 255 CO2 g/km £340

Engine size Band (For vehicles registered prior to March 2001 or where emissions unknown)

Not over 1549cc £160

Over 1550cc to 3000cc £220

3001cc and above £340

Any Estate Contractor and Utility Permit Price

CO2 Emission Band

Up to 100 CO2 g/km including electric vehicles £200

101-110 CO2 g/km £240

111-120 CO2 g/km £280

121-130 CO2 g/km £320

131-140 CO2 g/km £360

141-150 CO2 g/km £400

151-165 CO2 g/km £440

166-175 CO2 g/km £480

176-185 CO2 g/km £520

186-200 CO2 g/km £560

201-225 CO2 g/km £600

226-255 CO2 g/km £640

Over 255 CO2 g/km £680

Engine size Band (For vehicles registered prior to March 2001 or where emissions unknown)

Not over 1549cc £320

Over 1550cc to 3000cc £440

3001cc and above £680

Table 12. Proposed fees for parking suspensions, road closures, and skips.

Parking Suspensions

Administration fee £50.00

Daily fee per parking space £15.00

Cancellation fee £50.00

Enforcement (Lift and shift 1 x vehicle on day one of the suspension) £250.00

Road or Car park closures price

Administration fee (To process the application and install suspension boards on site) £100.00

Daily fee per closure £500.00

Cancellation fee (If the suspension has been processed and suspension boards installed on site) £100.00

Skip and building materials licence price

Skip (Place one skip per complete or part week) £90.00

Building materials (Place building materials per complete or part week) £90.00

Skip & Building materials (Place both a skip and building materials per complete or part week) £100.00

8. Enforcement

It is recommended that the new estate parking management scheme adopt the current enforcement penalties utilised by Haringey Council to enforce Traffic Management Orders on the Public Highway. The current Parking Charge Notice fine for breaches of the ECPS is £100, if paid within 28days, which is then reduced to £60 if the fine is paid within 14days. The estimated annual income from enforcement action based on these fees as detailed in table 14 is between £395k. This is based on the projection that Haringey Parking Services will achieve collections rates of approx. 67% in line with their performance with Controlled parking zones.

Table 13. Estimated annual enforcement income

Penalty charge notice (PCN) fine

| | |
|------------------------|--------|
| PCN paid within 14days | £60.00 |
|------------------------|--------|

| | |
|------------------------|---------|
| PCN paid within 28days | £100.00 |
|------------------------|---------|

PCNs per annum

| | |
|------------------------|-------|
| PCN paid within 14days | 6,500 |
|------------------------|-------|

| | |
|------------------------|-------|
| PCN paid within 28days | 2,000 |
|------------------------|-------|

Collection (based on 67% collection rate as explained above)

| | |
|------------------------|-------------|
| PCN paid within 14days | £261,300.00 |
|------------------------|-------------|

| | |
|------------------------|-------------|
| PCN paid within 28days | £134,000.00 |
|------------------------|-------------|

| | |
|--------------|--------------------|
| Total | £395,300.00 |
|--------------|--------------------|

Table 14. Estimated annual enforcement income

PCNs per annum

| | |
|------------------------|-------|
| PCN paid within 14days | 6,500 |
|------------------------|-------|

| | |
|------------------------|-------|
| PCN paid within 28days | 2,000 |
|------------------------|-------|

Collection (based on 67% collection rate as explained above)

| | |
|------------------------|-------------|
| PCN paid within 14days | £261,300.00 |
|------------------------|-------------|

| | |
|------------------------|--------------------|
| PCN paid within 28days | £134,000.00 |
| Total | £395,300.00 |