

**Report for:** Cabinet Meeting 13 July 2021

**Title:** Parking Fees and Charges 2021/22

**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 Decision

**1 Describe the issue under consideration**

- 1.1 This report recommends changes to some existing parking fees and charges as well as the introduction of some new charges.
- 1.2 The Council must have regard to the Mayor of London's Transport Strategy as provided by sections 142 and 144(1)(a) Greater London Authority Act 1999. That strategy emphasises the importance of reducing emissions and improving air quality.
- 1.3 The Mayor of London's Transport Strategy is supported by the Council's Borough Plan, Transport Strategy, draft Walking and Cycling Plan and Air Quality Action Plan (AQAP) which includes the commitment to becoming a zero-carbon borough by 2041.
- 1.4 Where possible Haringey encourages a move away from vehicle use and ownership and promotes the use of public transport, cycling and walking as sustainable and greener alternatives. Increasing and new parking charges will contribute to achieving this. It is essential that - through our parking charges - vehicle ownership is not seen as more economical than using sustainable methods of transport.
- 1.5 As London begins to recover from the pandemic and people start to increase the number of journeys, it is important that we act to avoid a car-based recovery and plan for a sustainable future. The recommendations contained within this report align with that vision and are complemented by our walking and cycling programmes.
- 1.6 This report seeks approval to commence the statutory notification process required to increase existing fees and charges. It also seeks approval to

commence statutory consultation where this is required for new fees and charges.

## **2 Cabinet Member Introduction**

- 2.1 Parking management is a critical tool that has a huge impact upon the way that our streets, communities and road network operate as well as being a lever to improve air quality and, in turn, public health.
- 2.2 We manage our parking fairly and transparently and, when determining appropriate parking charges as this report does, we will take account of the – often conflicting – demands made upon the finite supply of space in our borough.
- 2.3 This report brings forward recommendations that support the Council’s wider traffic management and environmental objectives and obligations. They also revisit some charges that were previously agreed by Cabinet but were paused during the midst of the Covid-19 pandemic.

## **3 Recommendations**

- 3.1 It is recommended that Cabinet:
  - a) Authorises the publication of Variation Notices issued under Section 46A of the Road Traffic Regulation Act, to give effect to the increase to existing parking fees and charges as set out in Appendix A;
  - b) Approves the introduction of a 25% diesel surcharge for on-street and off-street car park charges as set out in Appendix B, subject to the outcome of statutory consultation.
  - c) Approves the introduction of Sunday parking charges in those off-street (public) car parks where they currently do not apply as set out in Appendix C, subject to the outcome of statutory consultation;
  - d) Approves the introduction of Sunday parking charges in on-street “stop-and-shop” parking bays as set out in Appendix D, subject to the outcome of statutory consultation;
  - e) Gives delegated authority to the Head of Highways and Parking, consequential on this report to:
    - carry out statutory notification and consultation where required;
    - consider representations received in response to consultation and to report significant or substantial concerns to the relevant decision-maker(s);
    - make traffic management orders, where there are no valid objections.

## **4 Reasons for decision**

- 4.1 Haringey must ensure appropriate parking fees and charges (permit, on-street and off-street parking prices) are in place to continue to support the Council’s wider traffic management and environmental objectives and obligations.

- 4.2 The Council's authority to operate and set parking-related charges is defined by legislation. It is important to note that on-street parking charges cannot be set purely and intentionally as a means to raise revenue and charges must have regard to the costs of administration and enforcement.
- 4.3 However, permit and on-street prices can be set to ensure the Council provides suitable and adequate parking facilities on the public highway, whilst ensuring this does not negatively affect traffic flow in the borough. The Council is, therefore, able to set charges to restrain demand and enable a more effective management of its kerbside for wider transport and environmental benefits.
- 4.4 Sections 45 and 46 of the Road Traffic Regulation Act 1984 (RTRA) provide the Council with the power to control parking by designating on-street parking places, charging for their use and restricting (or providing for) the use of such places by persons holding a permit for the purpose.
- 4.5 The setting of parking charges is a function which, like other functions under the RTRA, must be exercised in accordance with section 122 of the RTRA, to secure the expeditious, convenient and safe movement of vehicular and other traffic including pedestrians, and the provision of suitable and adequate parking facilities on and off the highway so far as practicable having regard to the following matters:
- the desirability of securing and maintaining reasonable access to premises.
  - the effect on the amenities of any locality affected including the regulation and restriction of heavy commercial traffic so as to preserve or improve amenity.
  - the strategy prepared under section 80 of the Environment Act 1995 (national air quality strategy)
  - the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles; and
  - any other matters appearing to the Council to be relevant.
- 4.6 When exercising this function, the Council must have regard to the Mayor of London's Transport Strategy as provided by sections 142 and 144(1)(a) Greater London Authority Act 1999. That strategy emphasises the importance of reducing emissions and improving air quality.
- 4.7 Section 55 of the Road Traffic Regulation Act 1984 defines how any surplus from civil parking enforcement must be spent. This includes the provision of public transport services, highway maintenance and improvements, and environmental projects. Any additional revenue generated through parking permits will be invested to fund such activities.
- 4.8 This report recommends changes to existing fees, and the introduction of new fees and charges as set out under the following headings.

#### **Inflationary increase to existing fees and charges**

- 4.9 Appendix A recommends proposed increases to existing fees and charges that are in line with levels of inflation.
- 4.10 It is noted that most parking charges (e.g. resident and business permits) were reviewed and approved for inflationary increases in November 2020 and therefore this report only considers a small proportion of the Council's parking fees and charges, summarised as:
- Monthly resident visitor permit to increase to £31.70, an uplift of 2.26%
  - Hourly visitor permits to increase to £0.88 per hour, an uplift of 6.00%
  - Doctors permit to increase to £292, an uplift of 2.10%
  - Courtesy car permit to increase to £31.70, an uplift of 2.26%
  - Residential administration fee (Lost/Stolen/Change of vehicle and/or address/replacement) to increase to £12.25, an uplift of 2.08%
  - Car park season tickets
    - Bury Road, N22 - Quarterly Season Ticket to increase to £78, an uplift of 1.96%
    - Bury Road, N22 - Annual Season Ticket to increase to £299.90, an increase of 2.01%
    - Stoneleigh Road, N17 (A, B & C) - Annual Season Ticket to increase to £162.50, an increase of 2.01%
    - Lawrence Road Car Park to increase to £1190.35, an increase of 2.00%
- 4.11 The above charges were considered and approved in the preparation of the 2021/22 Budget and 2021-2026 Medium Term Financial Strategy (MTFS).
- 4.12 It is noted that the hourly visitor permits will be increased year-on-year at 6% for the term of the 2021-2026 MTFS.
- 4.13 This report seeks approval to carry out the publication of Variation Notices issued under Section 46A of the Road Traffic Regulation Act, in order to give effect to the changes to fees and charges.

#### **Diesel surcharge for on-street parking and car parks**

- 4.14 In March 2020, Cabinet approved<sup>1</sup>, amongst other changes to parking fees and charges, the introduction of a 25% surcharge for diesel vehicles parking in off-street public car parks and in on-street paid parking bays (commonly known as pay-by-phone bays). This decision was subject to the outcome of statutory (traffic management order) consultation.
- 4.15 In response to the feedback received during the statutory consultation, Cabinet approved<sup>2</sup> to implement only some aspects of the proposed traffic management order. Of relevance to this report *"consideration was given to introducing the 25% diesel surcharge on on-street and car park charges from November 2020, as part of a package of measures to reduce diesel related pollutants. However, following due consideration of the feedback to the consultation, this will not be*

<sup>1</sup> <https://www.minutes.haringey.gov.uk/mgAi.aspx?ID=64336>

<sup>2</sup> <https://www.minutes.haringey.gov.uk/mgAi.aspx?ID=65596>

*implemented at this point in time. This will also help support our town centres in their recovery from the impacts of the Covid 19 pandemic.”*

- 4.16 As national Covid-19 restrictions are lifted, Haringey’s parking services have returned to ‘business as usual’. In this context, the decision by Cabinet in September 2020 to pause the 25% diesel surcharge due for on-street and car park charges is no longer applicable. Therefore, this report recommends implementing that proposal subject to the completion of readvertising the proposal and a new round of statutory consultation.
- 4.17 In keeping with the aspirations of the Haringey Climate Change Action Plan, the Council is, through enhancing opportunities for active travel, pursuing a shift to less-polluting means of mobility. Exercising greater control and positive influence over emissions from diesel vehicles is a further component in addressing environmental concerns. By tackling air quality in this way, the Council will make the overall shopping experience more pleasant.
- 4.18 It is noted that in March 2021 an EqlA was carried out<sup>3</sup> that identified that the proposal was robust and there is no potential for discrimination or adverse impact and that all opportunities to promote equality have been taken.
- 4.19 This report seeks approval for the Head of Highways and Parking to publish a proposal notice to introduce the 25% diesel surcharge charges for off-street and on-street paid parking, as outlined in Appendix B and to carry out statutory consultation in accordance with Road Traffic Regulation Act. It also recommends that the Head of Highways and Parking make the relevant traffic management orders and complete any associated statutory processes where no valid objections are made.
- 4.20 Should significant or substantial objections be received during the statutory consultation, it is recommended that these are reported to the relevant decision maker(s) before a decision is taken whether to make the relevant traffic management order.

#### **Introduction of Sunday charges in off-street (public) car parks**

- 4.21 Appendix C recommends the introduction of Sunday parking charges in those off-street (public) car parks where they currently do not apply.
- 4.22 The main reasons for this proposal are to:
- Prevent all-day free parking and encourage turn-over of parking space on Sundays. In turn, this provides more parking ‘sessions’ per day
  - Help balance demand with supply across the busy weekend period, helping maximise opportunity for custom.
  - Encourage sustainable modes of transport by ensuring that vehicle ownership is not seen as more economical than using sustainable transport.

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<sup>3</sup> <https://www.minutes.haringey.gov.uk/documents/s121321/App%2010a.1%2020210112%20Diesel%20surcharge.pdf>

- Ensure that those who receive benefit from the service (i.e. those who make use of parking spaces in a high value locations) also contribute to the overall cost of providing that service.
- Provide consistency across our public car parks where some already have Sunday charges.

- 4.23 Car park opening and closing times remain unchanged by this proposal.
- 4.24 This proposal was subject to an equalities impact assessment (EqIA) in February 2021<sup>4</sup>. The EqIA demonstrated that the proposal was robust and there was no potential for discrimination or adverse impact and that all opportunities to promote equality had been taken.
- 4.25 The introduction of Sunday charging was included within the 2021/22 Budget and 2021-2026 Medium Term Financial Strategy (MTFS)<sup>5</sup>
- 4.26 This report seeks approval for the Head of Highways and Parking to publish a proposal notice to introduce the new charges and to carry out statutory consultation in accordance with Road Traffic Regulation Act. It also recommends that the Head of Highways and Parking make the relevant traffic management orders and complete any associated statutory processes where no valid objections are made.
- 4.27 Should significant or substantial objections be received during the statutory consultation, it is recommended that these are reported to the relevant decision(s) maker before a decision is taken whether to make the relevant traffic management order.

#### **Introduction of Sunday charges in Stop and Shop bays**

- 4.28 Appendix D recommends the introduction of Sunday parking charges in existing Stop and Shop parking bays.
- 4.29 Existing “Stop and Shop” parking bays are designated in various locations which are considered to be the areas of highest demand for visitor parking, i.e. destination areas such as town centres.
- 4.30 The parking bays are located in the town centres of Crouch End, Green Lanes, Hornsey, Muswell Hill, Tottenham, Turnpike Lane, West Green, and Wood Green, as well as on the High Roads and other streets near destination locations, as listed in Appendix D.
- 4.31 Stop and Shop bays allow visitors to pay for short-term parking (with a maximum stay of 1, 2 or 3 hours) by phone or app via the Council’s service provider RingGo. Contactless parking is also being made available across the borough.

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<sup>4</sup> [https://www.minutes.haringey.gov.uk/documents/s121324/App%2010a.4%2020210115%20MNM%20Sunday%20charges\\_.pdf](https://www.minutes.haringey.gov.uk/documents/s121324/App%2010a.4%2020210115%20MNM%20Sunday%20charges_.pdf)

<sup>5</sup> <https://www.minutes.haringey.gov.uk/mgAi.aspx?ID=67501#mgDocuments>

- 4.32 Most Stop and Shop bays operate Monday to Saturday, but some already operate Monday to Sunday.
- 4.33 It is recommended that all existing Monday to Saturday Stop and Shop bays are changed to operate Monday to Sunday for the following reasons:
- encourage turn-over of parking space on Sundays, by preventing all-day parking. In turn, this increases the number of parking ‘slots’ that are available for visitor parking and therefore helps maximise the opportunity for custom in the town centres;
  - encourage sustainable modes of transport by ensuring that vehicle ownership is not seen as more economical than using sustainable transport - this is achieved by setting of appropriate parking charges;
  - ensure that those who receive benefit from the service (i.e. those who make use of a parking space) also contribute to the overall cost of providing that service.
- 4.34 This proposal was subject to an equalities impact assessment (EqIA) in February 2021<sup>6</sup>. The EqIA demonstrated that the proposal was robust and there was no potential for discrimination or adverse impact and that all opportunities to promote equality had been taken.
- 4.35 In response to earlier scrutiny, the economic impact of this proposal has been considered. Various studies have looked at the impact of parking policy upon the economy and, in general terms, concluded that parking controls are essential to the success of urban town centres and that other factors, such as a good mix of shops and services and a quality environment, are more important than parking. Extracts from those studies include:
- *“critics often claim that parking pricing spoils local economic activity by discouraging customers, but it actually provides both economic benefits and costs. It increases turnover of parking spaces which makes finding a space easier, reduces the number of parking spaces required at a location which can provide financial savings, and can reduce traffic problems such as congestion. General levels of provision may affect access modes, in turn, impacting on the quality of the shopping environment”<sup>7</sup>.*
  - the economic consequences of not implementing parking controls are reflected in the time costs incurred while searching for a parking space, and in time losses from traffic congestion caused by searching for parking and loading<sup>8</sup>.
  - *“car drivers spend more on a single trip; walkers and bus users spend more over a week or a month. In 2011, in London town centres, walkers spent £147 more per month than those travelling by car”<sup>9</sup>*
  - *“Shopkeepers consistently overestimate the share of their customers coming by car. In some cases, this is by a factor of as much as 400%. In*

<sup>6</sup> [https://www.minutes.haringey.gov.uk/documents/s121324/App%2010a.4%2020210115%20MNM%20Sunday%20charges\\_.pdf](https://www.minutes.haringey.gov.uk/documents/s121324/App%2010a.4%2020210115%20MNM%20Sunday%20charges_.pdf)

<sup>7</sup> <https://www.britishparking.co.uk/write/Documents/Library/Reports%20and%20research/parkingreport.pdf>

<sup>8</sup> [https://repository.lboro.ac.uk/articles/report/The\\_environmental\\_and\\_welfare\\_implications\\_of\\_parking\\_policies/13352660](https://repository.lboro.ac.uk/articles/report/The_environmental_and_welfare_implications_of_parking_policies/13352660)

<sup>9</sup> <https://www.londoncouncils.gov.uk/services/parking-services/parking-and-traffic/parking-information-professionals/review-relevance>



*London, as well as other cities, the share of those accessing urban centres on foot or by public transport is much greater. Walking is the most important mode for accessing local town centres”;*<sup>10</sup>

- 4.36 The introduction of Sunday charging was included within the 2021/22 Budget and 2021-2026 Medium Term Financial Strategy (MTFS)<sup>11</sup>.
- 4.37 This report seeks approval for the Head of Highways and Parking to publish a proposal notice to introduce the new charges and to carry out statutory consultation in accordance with Road Traffic Regulation Act. It also recommends that the Head of Highways and Parking make the relevant traffic management orders and complete any associated statutory processes where no valid objections are made.
- 4.38 Should significant or substantial objections be received during the statutory consultation, it is recommended that these are reported to the relevant decision maker(s) before a decision is taken whether to make the relevant traffic management order.

#### **Paid parking – purchase in 15-minute blocks**

- 4.39 Paid parking, via the RingGo pay by phone / pay by app facility, is currently purchased in 15-minute blocks of time.
- 4.40 This report notes that these 15-minute blocks are an existing arrangement which will be formalised within the traffic management orders at the same time as other statutory processes arising from this report.

### **5 Alternative options considered**

- 5.1 A 30-minute paid parking block was considered but was rejected at this time on the basis that it was not an existing arrangement and may deter some customers from paying for parking.

### **6 Background Information**

- 6.1 This report develops several measures initially outlined in the 2019 Parking Transformation Programme that were designed to provide accessible parking for all users, discourage unnecessary use of higher-polluting vehicles and encourage more use of sustainable travel modes.
- 6.2 In March 2020, Cabinet approved increases to parking permit charges in the ‘Parking Permits and Charges – Ultra Low Emission Zone (ULEZ) Readiness Report’<sup>12</sup>, subject to the outcome of statutory (traffic management order) consultation.
- 6.3 In September 2020, Cabinet considered objections that were received to the above statutory consultation. At that date, the proposal to introduce a diesel surcharge was paused.

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<sup>10</sup> <https://www.londoncouncils.gov.uk/services/parking-services/parking-and-traffic/parking-information-professionals/review-relevance>

<sup>11</sup> <https://www.minutes.haringey.gov.uk/mgAi.aspx?ID=67501#mgDocuments>

<sup>12</sup> <https://www.minutes.haringey.gov.uk/mgAi.aspx?ID=64336>



- 6.4 The 2021/22 Budget and 2021-2026 MTFS was agreed by Cabinet on the basis that the recommendations within this report are implemented, subject to the outcome of statutory (traffic order) processes.

## **7 Contribution to strategic outcomes**

- 7.1 This report supports two key Themes within the Borough Plan 2019-2023:  
People Theme: A Haringey where strong families, strong networks and strong communities nurture all residents to live well and achieve their potential. The recommendations in this report will contribute to specific outcomes within this Theme, by encouraging active travel and modal shift to improve air quality.

Place Theme: A place with strong, resilient & connected communities where people can lead active and healthy lives in an environment that is safe, clean and green. The recommendations in this report will contribute to specific outcomes within this Theme, by improving air quality, encouraging active travel and improving the public realm in particular pedestrians and cyclists.

- 7.2 London-wide contribution to a healthier London - The Mayor of London's Transport Strategy and Local Implementation Plan 3 guidance was published in 2018. The final LIP3 was approved by TfL in June 2019.
- 7.3 The Council's Local Plan - Haringey's Local Plan sets out the Council's key planning policies, which include a focus on sustainable transport.
- 7.4 Transport Strategy - the Council's 2018 Transport Strategy sets out the strategic vision, objectives and priorities on the future of transport in Haringey over the next 10 years. The Strategy outlines the role that parking projects play in achieving this.

## **8 Statutory Officers comments**

### **8.1 Finance**

- 8.1.1 This report seeks Cabinet approval for changes to some existing parking fees and charges as well as introducing new charges, outlined in Appendix A in this report.
- 8.1.2 The recommendations are laid out in paragraph 3 and sets out the following: -
- Introduction of a 25% diesel surcharge for both on-street and off-street parking charges; (Appendix B)
  - introduction of Sunday parking charges for both on-street and off-street parking Appendix C and D)
- 8.1.3 The above charges were considered and approved in the preparation of the 2021/22 Budget and 2021-2026 Medium Term Financial Strategy (MTFS) in a full year it is estimated that the combined total of these proposed changes is £0.29m.

## **8.2 Procurement**

N/A

## **8.3 Legal**

8.3.1 Legal has reviewed and noted this report.

8.3.2 The legal framework and statutory provisions relating to the parking fees and charges proposals contained in this report are set out in paragraphs 4.4 to 4.7 (inclusive) of this report.

8.3.3 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.

8.3.4 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.

8.3.5 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.

8.3.6 The Council must undertake a full statutory consultation pursuant to section 46 on the 1984 Act on its proposals contained in this report to introduce new charges and to amend the terms and conditions. This report proposes consultation on all of the proposed changes and the Council must ensure that notice and consultation is carried out in compliance with the 1984 Act and the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996. The Council must give full and proper consideration to all feedback and representations received. Operational guidance on parking policy and enforcement has been prepared by the Department for Transport. This guidance is not statutory guidance that the Council must have regard to, but it is recommended in statutory guidance that the operational guidance be read by local authorities.

8.3.7 The Council must not set charges for vehicles left in designated parking places for the purpose of raising revenue. The setting of charges that results in a surplus will not in itself be unlawful provided such surplus is used for the purposes specified in section 55 of the 1984 Act which includes the cost of provision and maintenance of off-street parking accommodation.

8.3.8 In determining the amount of any charges payable for vehicles left in designated parking places, the Council shall consider both the interests of traffic and those of the owners and occupiers of adjoining property, and the Council shall have regard to:

- the need for maintaining the free movement of traffic;
- the need for maintaining reasonable access to the premises; and
- the extent to which off-street parking is available in the neighbourhood

8.3.9 In addition, the Council shall secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway.

8.3.10 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.

8.3.11 It is the view of legal services that what is being proposed and recommended within this report is in accordance with the law, as referred to in this report.

## **8.4 Equality**

8.4.1 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.

8.4.2 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 applies to the first part of the Duty.

8.4.3 Equality Impact Assessments (EqIA) have been carried out and formed part of earlier decision making, as outlined within the body to this report.

8.4.4 The EqIA concluded that the proposals do not result in any direct/indirect discrimination for any groups that share the protected characteristics and that all residents will benefit from a reduction in traffic congestion and high polluting vehicles; improved health from improved air quality; and safer streets. These are seen as mitigating against the impact of increased parking charges which may have an impact on low-income groups. It is, however, important to note that car ownership is correlated with income: the lower your income, the less likely you are to own a car<sup>13</sup>.

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<sup>13</sup> <http://content.tfl.gov.uk/travel-in-london-report-12.pdf>

- 8.4.5 The measures therefore represent an additional step towards addressing health inequalities affecting groups who share the protected characteristics.

## **9 Use of Appendices**

Appendix A – Proposed increase to existing parking fees and charges

Appendix B – Proposed 25% diesel surcharge in on-street and off-street paid parking places

Appendix C – Proposed introduction of Sunday charges in off-street (public) car parks

Appendix D – Proposed changes to times of operation in Stop and Shop bays

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

- [Borough Plan 2019-2023](#)
- [2018 Transport Strategy](#)
- [Local Plan](#)
- [Highways Asset Management Plan](#)
- [Draft Walking and Cycling Action Plan](#)
- [10 March 2020 Cabinet report: Parking Charge Review](#)
- [15 September 2020 Cabinet report: Feedback to the statutory consultation on parking permits and charges](#)
- [12 October 2020 Cabinet report: Supplementary report - Parking permits and charges - ULEZ Readiness](#)
- [9 February 2021 Cabinet report: 21/22 Budget and 2021-2026 MTFs Report](#)

## Appendix A: Proposed increase to existing parking fees and charges

Services that we charge for	2019/20 Charge	Uplift	Proposed 2021/22 Charge	Change
<b>PARKING PERMITS</b>				
<b>Resident Visitor Permits</b>				
Monthly residents	31.00	0.70	31.70	2.26%
Hourly visitor	0.83	0.05	0.88	6.00%
<b>Doctors Permit</b>	286.00	6.00	292.00	2.10%
<b>Courtesy Car Permit</b>	31.00	0.70	31.70	2.26%
<b>Residential Administration Fee-</b> Lost/Stolen/Change of vehicle and/or address/replacement	12.00	0.25	12.25	2.08%
<b>Car Parks</b>				
Bury Road, N22 - Quarterly Season Ticket	76.50	1.50	78.00	1.96%
Bury Road, N22 -Annual Season Ticket	294.00	5.90	299.90	2.01%
Stoneleigh Road, N17 (A, B & C) - Annual Season Ticket	159.30	3.20	162.50	2.01%
Lawrence Road Car Park	1167.00	23.35	1190.35	2.00%

## Appendix B: Proposed 25% diesel surcharge in on-street and off-street paid parking places

### On-street paid parking places

Tariff Band	Existing charge per hour	Proposed increase for diesel vehicles	Proposed charge (including diesel surcharge)
Tariff Band 1	£3.30	25%	£4.13
Tariff Band 2	£2.10	25%	£2.63
Tariff Band 3	£1.30	25%	£1.63

### Off-street parking places (public car parks)

Location	Proposed charge
Brunswick Road Car Park N15 Bury Road Car Park N22 Crouch Hall Road Car Park N8 Finsbury Park N4 Garman Road Car Park N17 Lawrence Road Car Park N15 Somerset Road Car Park N17 Stoneleigh Road Car Park A N17 Stoneleigh Road Car Park B N17 Stoneleigh Road Car Park C N17 Summerland Gardens Car Park N10 Westerfield Road Car Park N15	25% surcharge on all existing charges, including season tickets, for diesel vehicles

## Appendix C: Proposed introduction of Sunday charges in off-street (public) car parks

Area	Location	Existing Charging Days and Hours	Proposed Charging Days and Hours	Sunday charge (25% diesel surcharge will, additionally, apply subject to approval and implementation of the separate recommendation contained within this report)
Off Street	Brunswick Road Car Park N15	Mon - Sat 8:00-18:30	Mon - Sun 8:00-18:30	Sunday £2 all day
Off Street	Bury Road Car Park N22	Mon - Sat 08:00 - 20:15 Sun 11:00 - 17:15	Mon - Sat 08:00 - 20:15 Sun 11:00 - 17:15	Sunday £2 all day
Off Street	Crouch Hall Road Car Park N8	Mon - Sat 8:00 - 18:30	Mon - Sun 8:00 - 18:30	Sunday £2 all day
Off Street	Finsbury Park N4	Mon - Sat 10:00-17:00	Mon - Sun 10:00-17:00	Sunday £2 all day
Off Street	Garman Road Car Park N17	Mon - Fri 08:30 - 18:30 Sat, Sun BH - Free	Mon - Sun 08:30 - 18:30	Sunday £2 all day
Off Street	Lawrence Road Car Park N15	Mon - Sat 8:00-18:30	Mon - Sun 8:00-18:30	Sunday £2 all day
Off Street	Somerset Road Car Park N17	Mon - Fri 07:30 - 08:30 & 17:30 - 18:30	No change	No change
Off Street	Stoneleigh Road Car Park A N17	Mon - Sat 8:00-18:30	Mon - Sun 8:00-18:30	Sunday £2 all day
Off Street	Stoneleigh Road Car Park B N17	Mon - Sat 8:00-18:30	Mon - Sun 8:00-18:30	Sunday £2 all day
Off Street	Stoneleigh Road Car Park C N17	Mon - Sat 8:00-18:30	Mon - Sun 8:00-18:30	Sunday £2 all day
Off Street	Summerland Gardens Car Park N10	Mon - Sat 8:00-18:30	Mon - Sun 8:00-18:30	Sunday £2 all day
Off Street	Westerfield Road Car Park N15	Mon - Sat 8:00-18:30	Mon - Sun 8:00-18:30	Sunday £2 all day



## Appendix D: Proposed changes to times of operation in Stop and Shop bays

Area	Revised Zone Name	Existing Operational Days and Hours	Proposed Operational Days and Hours
<b>Bounds Green East</b>	335 - 341 High Road N22	<b>Mon - Saturday 10am - 4pm</b>	Mon - Saturday 10am - 4pm Sun 07:00 - 19:00
<b>Crouch End Stop and Shop</b>	Broadway Parade, Tottenham Lane N8 (Outside #37)	<b>Mon - Sat 9:30-18:30</b>	Mon - Sun 9:30-18:30
	Crouch End Hill N8	<b>Mon - Sat 10:00-16:00</b>	Mon - Sun 10:00-16:00
	Crouch End Hill N8 (Opposite #10 and #54)	<b>Mon - Sat 9:30-17:00</b>	Mon - Sun 9:30-17:00
	Crouch End Hill N8 (Outside #10 and #54)	<b>Mon - Sat 9:30-17:00</b>	Mon - Sun 9:30-17:00
	Edison Road N8	<b>Mon - Sat 9:30-17:00</b>	Mon - Sun 9:30-17:00
	Elder Avenue N8	<b>Mon - Sat 9:30-18:30</b>	Mon - Sun 9:30-18:30
	Middle Lane N8 (Outside #14)	<b>Mon - Sat 9:30-17:00</b>	Mon - Sun 9:30-17:00
	Shanklin Road N8	<b>Mon - Sat 9:30-17:00</b>	Mon - Sun 9:30-17:00
	The Broadway N8	<b>Mon - Sat 10:00-16:00</b>	Mon - Sun 10:00-16:00
	Topsfield Parade, Tottenham Lane N8 (Outside #46)	<b>Mon - Sat 8:00-17:00</b>	Mon - Sun 8:00-17:00
	Tottenham Lane N8 (Outside # 161)	<b>Mon - Sat 9:30-17:00</b>	Mon - Sun 9:30-17:00
	Tottenham Lane N8 (Outside #147)	<b>Mon - Sat 9:30-18:30</b>	Mon - Sun 9:30-18:30
	Weston Park N8	<b>Mon - Sat 9:30-17:00</b>	Mon - Sun 9:30-17:00
<b>Green Lanes A</b>	Green Lanes (Gardens) N4/N8	<b>Mon - Fri 10:00-19:00 Sat 9:00-19:00</b>	Mon - Fri 10:00-19:00 Sat and Sun 9:00-19:00
	Green Lanes (Ladders) N4/N8	<b>Mon - Fri 7:00-16:00 Sat 9:00-17:00</b>	Mon - Fri 7:00-16:00 Sat and Sun 9:00-17:00
<b>Highgate</b>	Highgate High Street N6	<b>Mon - Fri 10:00-12:00</b>	No change (due to boundary road with Camden and need to match their days & hours)
<b>Hornsey Stop and Shop</b>	High Street Hornsey North Side N8	<b>Mon - Sat 10:00-16:00</b>	Mon - Sun 10:00-16:00
	High Street Hornsey South Side N8	<b>Mon - Sat 8:00-18:00</b>	Mon - Sun 8:00-17:00
	Middle Lane N8	<b>Mon - Sat 8:00-18:30</b>	Mon - Sun 8:00-18:30
<b>Muswell Hill Stop and Shop</b>	Dukes Avenue N10	<b>Mon - Sat 9:30-17:00</b>	Mon - Sun 9:30-17:00
	Fortis Green Road N10	<b>Mon - Sat 9:30-17:00</b>	Mon - Sun 9:30-17:00
	Muswell Hill Broadway N10	<b>Mon - Sat 8:00-18:30</b>	Mon - Sun 8:00-18:30
	Muswell Hill Broadway N10 (Outside #464)	<b>Mon - Fri 10:00-18:30 Sat 8:00-18:30</b>	Mon - Fri 10:00-18:30 Sat and Sun 8:00-18:30
	Muswell Road N10	<b>Mon - Sat 9:30-17:00</b>	Mon - Sun 9:30-17:00
	Princess Avenue N10	<b>Mon - Sat 9:30-17:00</b>	Mon - Sun 9:30-17:00
	Queens Avenue N10	<b>Mon - Sat 9:30-17:00</b>	Mon - Sun 9:30-17:00
	St. James's Lane N10	<b>Mon - Sat 9:30-17:00</b>	Mon - Sun 9:30-17:00

## Appendix D: Proposed changes to times of operation in Stop and Shop bays

Area	Revised Zone Name	Existing Operational Days and Hours	Proposed Operational Days and Hours
<b>Stop and Shop (other)</b>	Summerland Gardens N10	<b>Mon - Sat 8:00-18:30</b>	Mon - Sun 8:00-18:30
	Commerce Road N22	<b>Mon - Sat 8:00-18:30</b>	Mon - Sun 8:00-18:30
	Glenwood Road N15	<b>Mon - Sat 8:00-18:30</b>	Mon - Sun 8:00-18:30
	High Road N22	<b>Mon - Sat 9:30-16:30</b>	Mon - Sun 9:30-16:30
	Honeysett Road N17	<b>Mon-Sun 08.00 to 18.30</b>	No change (existing Sunday controls)
	Lyndhurst Road N22	<b>Mon - Sat 9:30-16:30</b>	Mon - Sun 9:30-16:30
	Marlborough Road N22	<b>Mon - Sat 9:00-18:00</b>	Mon - Sun 9:00-18:00
	Myddleton Road N22	<b>Mon - Sat 9:00-18:00</b>	Mon - Sun 9:00-18:00
	Nightingale Road N22	<b>Mon - Sat 8:00-18:30</b>	Mon - Sun 8:00-18:30
	Philip Lane N15	<b>Mon - Sat 8:00-18:30</b> <b>Mon - Sat 8:00-18:30</b>	Mon - Sun 8:00-18:30 Mon - Sun 8:00-18:30
<b>Tottenham Event Day</b>	Reform Row N17		
	High Road N17	<b>Mon - Sat 13:00 - 19:00</b> <b>Mon-Fri 07:00 - 13:00, Saturday 07:00 - 19:00</b>	Mon - Sat 13:00 - 19:00 and Sun 07:00 - 19:00 Mon-Fri 07:00 - 13:00, Sat and Sun 07:00 - 19:00
<b>Tottenham Lane Stop and Shop</b>	Tottenham Lane N8	<b>Mon - Sat 8am - 18:30</b>	Mon - Sun 8am - 18:30
		<b>Mon - Sat 9:30-16:30</b>	Mon - Sun 9:30-16:30
<b>Tottenham North</b>	High Road N17	<b>Mon - Sat 07:00 - 19:00</b> <b>Mon-Fri 07:00 - 13:00, Saturday 07:00 - 19:00</b>	Mon - Sun 07:00 - 19:00 Mon-Fri 07:00 - 13:00, Sat and Sun 07:00 - 19:00
	Love Lane N17	<b>Mon - Sat 8:00-18:30</b>	Mon - Sun 8:00-18:30
	William Street N17	<b>Mon - Sat 8:00-18:30</b>	Mon - Sun 8:00-18:30
	Turnpike Lane N8	<b>Mon - Sat 9:00-18:00</b>	Mon - Sun 9:00-18:00
<b>Turnpike Lane Stop and Shop</b>	Turnpike Lane N8	<b>Mon-Sat 08:00-18:30</b>	Mon-Sun 08:00-18:30
<b>West Green Stop and Shop</b>	West Green Road N15	<b>Mon - Sat 07:00 - 19:00</b>	Mon - Sun 07:00 - 19:00
<b>Wood Green Outer</b>	Green Lanes N8	<b>Mon - Sat 8:00-18:30</b>	Mon - Sun 8:00-18:30
<b>Wood Green Stop and Shop</b>	Lordship Lane N22	<b>Mon - Sat 9:30-18:30</b>	Mon - Sun 9:30-18:30
<b>Woodside West</b>	High Road N22 (Opposite #292)	<b>Mon - Saturday 10am - 4pm</b>	Mon - Saturday 10am - 4pm Sun 07:00 - 19:00