

MINUTES OF CABINET MEMBER SIGNING MEETING HELD ON TUESDAY, 9TH AUGUST, 2022, 11.00 - 11.20 AM

PRESENT: Councillor Seema Chandwani, Cabinet Member for Tackling Inequality and Resident Services.

In attendance: Ann Cunningham, Head of Highways and Parking; and Fiona Rae, Acting Committees Manager.

1. APOLOGIES FOR ABSENCE

There were no apologies for absence.

2. DECLARATIONS OF INTEREST

There were no declarations of interest.

3. APPROVAL FOR THE INTRODUCTION OF PROPOSED AMENDMENTS (INCREASE) TO ON-STREET AND OFF-STREET PARKING CHARGES AND INTRODUCTION OF SUNDAY PARKING CONTROLS AND CHARGES

The Cabinet Member for Tackling Inequality and Resident Services considered the report which set out the results of statutory consultation undertaken on proposed changes to parking charges.

When setting or reviewing parking charges, the Council must have regard to the Mayor of London's Transport Strategy as provided by sections 142 and 144(1)(a) of the Greater London Authority Act 1999. That Strategy emphasised the importance of reducing emissions and improving air quality.

The Mayor of London's Transport Strategy was supported by the Council's Borough Plan, Transport Strategy, Walking and Cycling Plan and Climate Change Action Plan (CCAP) which included the commitment to becoming a zero-carbon borough by 2041.

Where possible, Haringey Council encouraged a move away from vehicle use and ownership and promoted the use of public transport, cycling and walking as sustainable and greener alternatives. Increasing and new parking charges would contribute to achieving this. It was essential that - through the Council's parking charges - vehicle ownership was not seen as more economical than using sustainable methods of transport.

The Cabinet Member RESOLVED

1. To approve the introduction of a 25% diesel surcharge on charges that apply to pay by phone and contactless parking on the public highway and in public car parks, as set out in Appendix A, from 1 September 2022.
2. To approve the introduction of Sunday parking charges in public car parks, as set out in Appendix B, from 1 September 2022.
3. To authorise officers to undertake further statutory consultation on the level of charge that should apply to Sunday charges in pay by phone and contactless parking spaces in town centres. This will initially be set at the lower charge band of £1.30 per hour. The 25% diesel surcharge will apply in addition to the parking fee.
4. To formalise the requirement that paid for parking be purchased in increments of 15 minutes.
5. To note the inflationary increase applied to existing parking fees and charges through the publication of Variation Notices issued under Section 46A of the Road Traffic Regulation Act, as set out in Appendix C.

Reasons for decision

The Council's authority to operate and set parking-related charges is defined by legislation. In July 2021, the Cabinet authorised officers to proceed to increase existing parking fees and charges through the publication of Variation Notices issued under Section 46A of the Road Traffic Regulation Act as set out in Appendix A. Cabinet also authorised officers to proceed to statutory consultation on the proposals in the following paragraphs of this section of the report.

Diesel surcharge for on-street parking and car parks

In March 2020, Cabinet approved, amongst other changes to parking fees and charges, the introduction of a 25% surcharge for diesel vehicles on charges that apply to pay by phone and contactless parking spaces on the public highway and in public car parks. This decision was subject to the outcome of statutory (traffic management order) consultation.

In response to the feedback received during that statutory consultation, Cabinet agreed to defer the implementation of this surcharge. This decision was taken to support town centres in their recovery from the impacts of the Covid-19 pandemic. As national Covid-19 restrictions were later lifted, it was agreed by Cabinet in July 2021 to implement the proposal, subject to the completion of readvertising the proposal and a new round of statutory consultation.

Introduction of Sunday charges – pay by phone and contactless parking in town centres and car parks.

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.
- Ensure that those who receive benefit from the service (i.e., those who make use of parking spaces in high value locations) also contribute to the overall cost of providing that service.
- Set charges at a standard rate of £2 per day in car parks, but at the same level as existing charges in town centres. The charges in stop and shop facilities are based on three charge bands, depending on the take-up of parking in the area. The charge band applying is that required to achieve an appropriate turnover of spaces, supporting those town centres.

To formalise the requirement that paid for parking be purchased in increments of 15 minutes

Short-term parking, via the RingGo pay by phone / app facility and contactless parking, is currently purchased in 15-minute blocks of time. This existing arrangement has been formalised within the traffic management orders at the same time as other statutory processes arising from this report.

The Council is required to formally consider feedback and objections to proposals arising from statutory consultation.

Alternative options considered

Consideration was given to proceeding to implement Sunday charges in pay by phone and contactless parking facilities in line with the charges consulted on. It was felt that charging in individual areas should be consistent across the week. However, consideration has been given to concerns raised by the Environment and Community Safety Scrutiny Panel. It raised concerns about implementation of those charges at this point and felt that they should be eased in. The Harringay Traders Association also felt that charges would be detrimental to town centres and, if introduced, should be set at the lower charge band (currently £1.30 per hour) in all areas. The 25% diesel charge would also apply as a matter of policy, with the situation kept under review to ensure that the objectives set out in paragraph 4.4 are achieved.

CABINET MEMBER: Cllr Seema Chandwani

Signed by Cabinet Member

Date ...9 August 2022.....

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