

**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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Homes for Haringey

# ESTATE CAR PARKS AND ROADS PARKING MANAGEMENT SCHEME

DRAFT

<b>MAIN AUTHOR:</b>	G Segel	<b>AUTHORISED BY:</b>	Cabinet
<b>OWNED BY (TEAM/DEPT):</b>	Housing Management	<b>ISSUE NO:</b>	01
<b>EFFECTIVE FROM:</b>	05/04/2021	<b>NEXT REVIEW DATE:</b>	01/09/25
<b>CONSULTATION</b>			
<b>EQIA REQUIRED?</b>	Yes	<b>EQIA COMPLETED</b>	NO
<b>SECTION:</b>	Estate Management	<b>APPLIES TO:</b>	Car parks/roads
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## 1.0 INTRODUCTION

- 1.1 This scheme sets out the policy for how Haringey Council and Homes for Haringey manage parking in estate roads and car parks.
- 1.2 This scheme sets how both organisations will control the usage of estate parking to ensure residents get full benefit of available parking whilst access is maintained for emergency services and essential service delivery.
- 1.3 In addition, this scheme sets out the commitment to supporting the transport objectives in Haringey's Climate Change Action Plan and Borough Plan.

## 2.0 RESIDENTS' RESPONSIBILITIES

- 2.1 Residents must accept responsibility for their actions and those of their household members/visitors in accordance with their Tenancy Agreement, Lease or Licence Agreement.
- 2.2 Relevant clauses from both the standard tenancy agreement and lease are included at Appendix C.

## 3.0 HARINGEY COUNCIL AND HOMES FOR HARINGEY RESPONSIBILITIES

- 3.1 Haringey Council, as the landlord, and Homes for Haringey, as the managing agent, have a duty to ensure access routes are kept clear.

## 4.0 BACKGROUND LEGISLATION AND GUIDANCE

- 4.1 Haringey Council and Homes for Haringey are aware of their legal obligations and will seek to deliver services in accordance with these at all times. The relevant legislation includes the following:
  - Local Government Act 1972
  - Refuse Disposal (Amenity) Act 1978
  - Road Traffic Regulation Act 1984
  - Housing Act 1985
  - The Local Authorities Traffic Orders Regulations 1996
  - Traffic Management Act 2004
  - Housing Act 2004

## 5.0 CONTRIBUTING TO GREENEST BOROUGH OBJECTIVES

- 5.1 Homes for Haringey and Haringey Council have established the following shared environmental aims for estate parking management to contribute towards the Haringey Climate Change Action Plan:
  - Reduce carbon emitting vehicle ownership by estate residents.
  - Reduce the number of estate households owning multiple vehicles.
  - Generate income to invest in sustainable travel options for estate residents.
  - Reduce carbon emitting vehicle journeys to our estates by staff/contractors.
- 5.2 In addition, this scheme has been written in support of Haringey Council's Priorities set out in the Borough Plan 2019-23, as follows.
  - **Priority 1:** We will work together to drive up the quality of housing for everyone
  - **Priority 3:** A healthier, active, and greener place. A cleaner, accessible, and attractive place.

- **Priority 5:** A council that engages effectively with its residents and businesses. We will be a council that uses its resources in a sustainable way to prioritise the needs of the most vulnerable residents.

## **6.0 RIGHT TO CONSULTATION AND NOTIFICATION OF THE INTRODUCTION OR AMENDMENT OF LOCAL ESTATE PARKING RULES**

- 6.1 Affected residents will have the right to consultation before local estate parking rules are introduced.
- 6.2 Haringey Council and Homes for Haringey will have due regard to the outcome of any consultation when introducing or amending local estate parking rules.
- 6.3 Affected residents will have the right to notification before local estate parking rules are introduced or amended.
- 6.4 Where a statutory or legislative right to consultation exists Haringey Council and Homes for Haringey will ensure that consultation or notification is compliant.

## **7.0 SITE MAINTENANCE AND MANAGEMENT**

- 7.1 Haringey Council and Homes for Haringey shall ensure that estate car parks and roads are maintained in accordance with all relevant legislation and guidance to provide a safe and suitable .
- 7.2 Haringey Council and Homes for Haringey shall ensure that sufficient resource is in place to maintain, survey, clean and manage the estate car parks and roads.

## **8.0 PARKING RULES**

- 8.1 The rules for each estate parking scheme will consider a range of factors including resident views, local amenities, and the parking provision on the estate.
- 8.2 The standard parking rules for estate parking schemes shall include the following:
  - Requirement to ensure any vehicle parking on an estate has a valid permit or permission to park including, where required, the bay (i.e. a Disabled bay).
  - Where a physical permit or permission to park is provided, to ensure it is displayed prominently in the front wind screen in such a way that it is completely legible.
  - Controls to ensure vehicles are only parked in designated parking areas (i.e. Vehicles are not parked on yellow lines or cross hatch boxes).
  - Controls to ensure emergency access/service delivery routes and ingress/egress routes are not blocked.
  - Controls to ensure that abandoned or unsafe vehicles can be removed or relocated as appropriate.

## **9.0 PARKING ENFORCEMENT OPERATING TIMES**

- 9.1 The operating times for each estate parking scheme will consider a range of factors including resident views, local amenities, and the parking provision on the estate.
- 9.2 The standard operating hours will be Monday to Saturday 07:00am to 20:00pm and Sunday 07:00am to 13:00pm.



## **10.0 EVENT DAY ENFORCEMENT OPERATING TIMES AND RULES**

- 10.1 Some estates are within close vicinity of venues which hold large scale public events such as Tottenham Hotspur Stadium, Alexandra Palace, and Finsbury Park.
- 10.2 Estates in the vicinity of venues can be impacted on event days by the public seeking to drive to the event and park in the local area.
- 10.3 Extended operating hours can be offered to these estates on event days up to a maximum of Monday to Sunday 07:00am to 22:00pm.
- 10.4 Additional parking rules can be offered to these estates on event days and can be agreed with the estates. An example would be additional rules to require a vehicle to display an estate disabled parking permit when using a disabled bay, rather than the normal rule which includes blue and companion badge holders.

## **11.0 ENFORCEMENT (PARKING CONTRAVENTIONS)**

- 11.1 The primary means of enforcement of parking will be via issuance of Penalty Charge Notices (P.C.N. or Parking ticket) by Haringey Council's Civil Enforcement Officers (C.E.O. or Parking warden).
- 11.2 Haringey Council and Homes for Haringey reserve the right to utilise additional enforcement means including clamping, towing, and impounding of vehicles where required
- 11.3 All enforcement action will be taken in accordance with and in compliance of relevant legislation, industry best practice and statutory requirements.

## **12.0 GRACE PERIODS (PARKING CONTRAVENTIONS)**

- 12.1 Haringey Council and Homes for Haringey shall observe a minimum grace period before commencing enforcement action, unless there is a clear health & safety risk caused by the parking contravention.

## **13.0 PERMITS OR PERMISSION TO PARKS**

- 13.1 Haringey Council will offer a range of permits or permissions to park to accommodate the needs of residents, their visitors and essential service delivery.
- 13.2 The available permits, permissions to park and permissions to utilise roads/car parks will be set out in accompanying document.

## **14.0 CHARGES FOR PERMITS OR PERMISSION TO PARKS**

- 14.1 In all instances, Haringey Council will strive to ensure charges to residents for permits are avoided where possible and set at the lowest rates otherwise.
- 14.2 Where charges apply reductions and discounts will be offered in the following instances:
  - Low/zero emission vehicles
  - Vehicles kept by Old Aged pensioners, Disabled individuals and/or those with long term limiting illnesses/conditions.
  - Vehicles kept by Discretionary Carers
  - Fleet vehicles of Haringey Council and Homes for Haringey

14.3 Any charges will be set annually to achieve the objectives of this scheme and will be subject to consultation with affected residents and approval via Haringey Council's Fees and Charges setting policy and procedure.

## **15.0 RESIDENT PERMITS**

15.1 Each resident household shall be eligible to apply for at least one resident parking permit for a vehicle that is registered to that address and in the name of a household member.

15.2 Where the household has a leased vehicle, they may apply for their resident parking permit for that vehicle on presentation of a lease to that address and in the name of a household member.

15.3 Where the household is provided with a vehicle by an employer, they may apply for their resident parking permit for that vehicle on presentation of a letter detailing the vehicle provision on the employer's official headed paper.

## **16.0 VISITOR PARKING**

16.1 Homes for Haringey and Haringey Council shall offer a range of options for visitor parking including short stay, weekend and long stay permits.

16.2 **Short stay** – Households will be able to source hourly and daily permits so their visitors can use any available parking.

16.3 **Weekend** – Each household will be eligible for three weekend visitor permits in any rolling 12 month period.

16.4 **Long Stay** – Each household will be eligible for one 2week long stay visitor permit in any rolling 12 month period.

16.5 **Additional allocation** - Where the household includes an individual who has a disability, long term limiting illness/condition or an OAP they will be eligible for six weekend and two week-long stay visitor permits in any rolling 12 month period.

16.6 **Discretionary allocation** – On application, Homes for Haringey and Haringey Council may agree to offer additional visitor permits on a discretionary basis where a household demonstrates an exceptional need.

16.7 **Event day** – A range of event visitor permits with rules and fees applied to discourage reselling and cover the costs of additional enforcement.

## **17.0 REGISTERED CARERS PERMITS**

17.1 Registered carers will be eligible to apply for permits on submission of proof they are delivering services to individuals residing on Haringey Council owned Housing estates.

## **18.0 DISCRETIONARY CARERS PERMITS**

18.1 A discretionary permit can be issued to non-registered carers on application. Each application will be considered on a case by case basis in which the individual will be expected to demonstrate the requirement to park to deliver the care they are providing.

18.2 Haringey Council reserves the right to offer applicants an alternative to a discretionary permit (i.e. visitor permits).

## **19.0 TRADE AND CONTRACTOR PERMITS (HARINGEY COUNCIL/HOMES FOR HARINGEY)**

- 19.1 Contractor permits are issued for the purpose of facilitating the delivery of essential services to residents, they are not issued to facilitate commuting.
- 19.2 Contractor permits will usually be issued to any term or programme contractor appointed to deliver services to our estates.
- 19.3 Haringey Council reserves the right to restrict the use of contractors permits on any given estate or to request a permit be returned where it is felt the contractor no longer has a need or is using the permit to park inappropriately.
- 19.4 Each business unit will be charged for the permits they issue to their contractors.
- 19.5 The purpose of charging for trade and contractor parking permits is as follows:-
- To encourage services to ensure permits are only issued to contractors where absolutely required to deliver essential services for the benefit of residents.
  - To encourage contractors to ensure they use vehicles with the lowest environmental impact possible and reduce unnecessary carbon emitting vehicle journeys to housing estates.

## **20.0 TRADE AND CONTRACTOR PERMITS (PRIVATE)**

- 20.1 Individual residents may require a Contractor to deliver a service to them in their home and may apply to Haringey Council for a permit to allow their contractor to park for the duration of the works.
- 20.2 Haringey Council reserves the right to restrict the use of contractors' permits on any given estate or to request a permit be returned where it is felt the contractor no longer has a need or is using the permit to park inappropriately.
- 20.3 Residents will be charged for the permits they issue to their contractors but may use their annual long stay visitor permit allocation for this purpose as well (see section 17.0).
- 20.4 The purpose of charging for trade and contractor parking permits is as follows:-
- To encourage private residents to ensure permits are only issued to contractors where absolutely required.
  - To encourage contractors to ensure they use vehicles with the lowest environmental impact possible and reduce unnecessary vehicle journeys to housing estates.

## **21.0 HARINGEY COUNCIL AND HOMES FOR HARINGEY STAFF PERMITS**

- 21.1 Staff permits are issued for the purpose of facilitating the delivery of essential services to residents, they are not issued to facilitate commuting.
- 21.2 Staff permits will usually only be issued to essential car users and/or branded vehicles. Permits for any other vehicles/staff will be considered on a case by case basis in which the relevant business unit will be expected to demonstrate a service delivery requirement.
- 21.3 Haringey Council reserves the right to restrict the use of staff permits on any given estate or to request a permit be returned where it is felt the staff member no longer has a need or is using the permit to park inappropriately.
- 21.4 Each business unit will be charged for the permits they issue to their staff/vehicles.

- 21.5 The purpose of charging for staff parking permits is as follows:-
- To encourage Services to ensure permits are only issued to staff where absolutely required to deliver essential services for the benefit of residents.
  - To encourage Services to ensure they use vehicles with the lowest environmental impact possible and reduce unnecessary carbon emitting vehicle journeys to housing estates.

## **22.0 DISABLED PERMITS, BAYS AND PARKING RULES**

- 22.1 **Disabled permits** – Homes for Haringey and Haringey Council will offer a disabled estate parking permit.
- 22.2 **Designated Disabled parking bays** – Subject to availability of parking bays, Homes for Haringey and Haringey Council will provide on application a designated disabled parking bay for the use of a specific resident. The criteria for a successful application shall match the criteria on the public highway.
- 22.3 **Disabled parking bay allocation** – In all estate car parks with 10 or more parking bays, Homes for Haringey and Haringey Council shall seek to provide at least 10% of bays for disabled use, inclusive of any designated bays.
- 22.4 **Disabled parking rules** – Designated disabled parking bays are for the exclusive use of the specified resident who will be provided with a specific badge which must be displayed at all times in the vehicle whilst it is parked in the bay. Other disabled bays may be occupied by any vehicle displaying a valid permit in accordance with the local parking rules.

## **23.0 MOTORBIKE PARKING**

- 23.1 Motorbikes and mopeds are required to have a valid permit to park on any estate with a controlled parking scheme.
- 23.2 Keepers of motorbikes and mopeds will be able to access permits on the same basis as keepers of cars and other vehicles (see section 16.0).
- 23.3 Where possible, Homes for Haringey and Haringey Council will seek to provide specific motorbike/moped parking with secure locking posts/anchors.

## **24.0 HOUSEHOLDS WITH MULTIPLE VEHICLES**

- 24.1 It is recognised that some households are larger than others and can compromise more vehicle owners and/or drivers. It is also essential that every household has the opportunity to use the limited parking available.
- 24.2 Each individual registered as a household member will normally be given the opportunity to apply for a permit for one vehicle unless the ratio of parking spaces to properties is such that additional restrictions are deemed necessary.
- 24.3 The application of rules to limit the number of vehicles per household will be considered on an estate by estate basis and will consider the ratio of parking spaces to properties.
- 24.4 On application, Homes for Haringey and Haringey Council may agree to waive the charge for second or subsequent vehicles on a discretionary basis where a household demonstrates an exceptional need. Each case will be assessed on its merits.

## **25.0 OVERSIZED OR COMMERCIAL VEHICLES PARKING**

- 25.1 It is recognised that some household members require larger vehicles for their work or to accommodate their physical/mobility requirements. However, some car parks and estate roads cannot safely accommodate commercial and oversized vehicles.
- 25.2 The application of rules to limit parking for commercial/oversized vehicles will be considered on an estate by estate basis and will consider the ratio of parking spaces to properties and the layout of the car parks and estate roads.
- 25.3 In accordance with the terms of the standard secure tenancy agreement, anyone wishing to park an oversized, heavy goods or commercial vehicle, including a caravan or trailer, will be required to seek and receive permission from Haringey Council first.

## **26.0 ALLOWING FREEHOLDERS/HOUSING ASSOCIATIONS TO USE ESTATE PARKING**

- 26.1 Some estates include Freehold and/or Housing Association properties which can only be accessed via the estate roads and car parks.
- 26.2 In some instances, these properties do not have their own parking provision or have a very limited provision .
- 26.3 Where these properties form part of an estate, Haringey Council tenants and leaseholders will be consulted on the possibility of sharing parking. If our residents are in agreement, Homes for Haringey and Haringey Council will seek to establish a sharing agreement to include a reasonable contribution towards the upkeep and management of the parking.

## **27.0 ABANDONED VEHICLES**

- 27.1 Haringey Council will consider a vehicle abandoned if it does not have valid road tax, and where required, a current MOT certificate. Haringey Council will seek to remove abandoned vehicles.
- 27.2 Failure to ensure a vehicle has valid road tax, and where required, a current MOT certificate will render any permit invalid.
- 27.3 A vehicle deemed abandoned will be served an appropriate warning notice giving the keeper a fixed period to rectify the situation. If the vehicle remains on site without valid road tax or an MOT after the notice has expired, the vehicle will be removed and retained for 28 days, after such time it will be disposed of.
- 27.4 The keeper of the vehicle may apply to have an abandoned vehicle returned after it has been removed provided, they do so within 28 days of its removal and pay the reasonable costs the Council has incurred for the removal and storage.

## **28.0 VEHICLES WITH STATUTORY OFF-ROAD NOTICES (SORN)**

- 28.1 Any SORN vehicle will be deemed abandoned if found parked on an estate without Haringey Council having first granted permission for it to park there.
- 28.2 Please note Haringey Council will only grant permission to store a SORN vehicle on an estate in exceptional circumstances. If permission is granted to keep a SORN vehicle on the estate all other parking rules will apply, including the requirement for a valid permit.

## **29.0 FOREIGN REGISTERED VEHICLES**

- 29.1 The keeper of a vehicle registered outside of the United Kingdom will be required to present documents proving ownership, insurance, registration at an address on the estate and, where applicable, proof of the equivalent MOT & Road tax for the country of registration.
- 29.2 The DVLA usually requires vehicles registered outside of the United Kingdom (UK) to be re-registered in the UK if they remain for longer than 6 months. Haringey Council will usually only offer one 6 month permit to a foreign registered, provided it meets the criteria outlined at 30.1, with the expectation that the owner will register the vehicle in the UK within that period if they wish to keep it on the estate.

## **30.0 UNSAFE VEHICLES**

- 30.1 A vehicle can be deemed unsafe for a variety of reasons including, but not limited to, overloading, leaking fuel/oil, and parking in such a way as it represents a danger or blocks emergency access routes.
- 30.2 Failure to ensure a vehicle is safe to drive and/or parked safely will render any permit invalid.
- 30.3 Haringey Council reserves the right to relocate or remove vehicles deemed unsafe and to recharge the keeper of the vehicle for any undue costs incurred as a result.

## **31.0 PARKING SUSPENSIONS, SKIP LICENSES AND ROAD CLOSURES**

- 31.1 Contractors, utilities, and service providers will be able to apply for a range of suspensions, skip/material licenses and road closures as required.
- 31.2 Approved applications will be subject to an administration and license fee to cover the costs of processing and providing the service.
- 31.3 On application, a "lift and shift" service will be provided on the first day of the suspension/closure/license to ensure any vehicles not removed by their keepers can be safely relocated. This service will be subject to an additional charge.

## **32.0 BICYCLE STORAGE/PARKING**

- 32.1 Bicycles will not be required to have a valid permit to park on any estate with a controlled parking scheme
- 32.2 Where possible, Homes for Haringey and Haringey Council will seek to provide specific bicycle parking with weatherproof secure locking posts/anchors.

## **33.0 ELECTRIC VEHICLE CHARGING POINTS**

- 33.1 Where possible, Homes for Haringey and Haringey Council will seek to provide Electric Vehicle Charging points, including designating parking bays for Electric Vehicle parking only.

## **34.0 APPEALS**

- 34.1 Haringey Council and Homes for Haringey shall operate an appeals process in compliance with all relevant statutory and legislative requirements and best practice guidelines.

34.2 Any appeals process shall be separate from feedback and complaint processes.

### **35.0 COMPLAINTS RELATING TO THIS SCHEME**

35.1 A specific complaint process does not exist in relation to this scheme and these will be addressed in accordance with either Haringey Council's and/or Homes for Haringey's Feedback and complaint policies.

### **36.0 AMENDING THE POLICY**

36.1 The policy may be amended with the approval of the Executive team of Homes for Haringey.

36.2 Where relevant proposed changes will be subject to Equalities Impact Assessment.

## **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**

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

**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.

	<b>2020-21 Current Scheme</b>	<b>2021-22 Both Schemes</b>	<b>2022-23 Both Schemes</b>	<b>2023-24 Proposed scheme</b>	<b>2024-25 Proposed scheme</b>
<b>Cost</b>					
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
<b>Total</b>	<b>£431,000.0</b>	<b>£364,895.0</b>	<b>£268,150.0</b>	<b>£191,500.0</b>	<b>£196,287.5</b>
<b>Permit and Fee income</b>					
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
<b>Total</b>	<b>£0.0</b>	<b>£45,250.0</b>	<b>£162,000.0</b>	<b>£354,500.0</b>	<b>£363,362.5</b>
<b>Enforcement Income</b>					
<b>Total</b>	<b>£280,000.0</b>	<b>£196,000.0</b>	<b>£112,000.0</b>	<b>£0.0</b>	<b>£0.0</b>
<b>Net Revenue (Deficit)</b>	<b>-£151,000.0</b>	<b>-£123,645.0</b>	<b>-£5,850.0</b>	<b>£163,000.0</b>	<b>£167,075.0</b>
<b>Capital Roll out cost</b>					
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
<b>Sub Total</b>	<b>£0.0</b>	<b>£72,250.0</b>	<b>£142,750.0</b>	<b>£0.0</b>	<b>£0.0</b>
<b>Revenue Roll out cost</b>					
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
<b>Sub Total</b>	<b>£0.0</b>	<b>£52,000.0</b>	<b>£103,000.0</b>	<b>£0.0</b>	<b>£0.0</b>
<b>Net Surplus/(Deficit)</b>	<b>2020-21</b>	<b>2021-22</b>	<b>2022-23</b>	<b>2023-24</b>	<b>2024-25</b>
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
<b>Total</b>	<b>£151,000.0</b>	<b>£247,895.0</b>	<b>£239,900.0</b>	<b>£163,000.0</b>	<b>£167,075.0</b>
	<b>2020-21</b>	<b>2021-22</b>	<b>2022-23</b>	<b>2023-24</b>	<b>2024-25</b>
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
<b>HRA Surplus/(Deficit)</b>	<b>£5,500.0</b>	<b>£247,895.0</b>	<b>£97,150.0</b>	<b>£163,000.0</b>	<b>£167,075.0</b>

	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
<b>Net Surplus/(Deficit)</b>	<b>-£187,545.0</b>	<b>-£20,470.0</b>	<b>£149,111.1</b>	<b>£172,124.8</b>	<b>£174,706.7</b>

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
<b>Costs</b>					
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
<b>Total</b>	<b>£0.0</b>	<b>£31,000.0</b>	<b>£187,750.0</b>	<b>£354,000.0</b>	<b>£362,850.0</b>
<b>Enforcement Income</b>					
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
<b>Total</b>	<b>£0.0</b>	<b>£50,000.0</b>	<b>£197,500.0</b>	<b>£430,500.0</b>	<b>£441,262.5</b>
<b>Net Revenue Generated</b>	<b>£0.0</b>	<b>£19,000.0</b>	<b>£9,750.0</b>	<b>£76,500.0</b>	<b>£78,412.5</b>
<b>Existing Budget</b>	<b>£0.0</b>	<b>£0.0</b>	<b>£0.0</b>	<b>£0.0</b>	<b>£0.0</b>
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
<b>General Fund Surplus/(Deficit)</b>	<b>£0.0</b>	<b>£19,000.0</b>	<b>£9,750.0</b>	<b>£76,500.0</b>	<b>£78,412.5</b>

## 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
<b>Capital Roll out cost</b>					
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
<b>Sub Total</b>	<b>£0.00</b>	<b>£72,250.00</b>	<b>£142,750.00</b>	<b>£0.00</b>	<b>£0.00</b>
<b>Revenue Roll out cost</b>					
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
<b>Sub Total</b>	<b>£0.00</b>	<b>£52,000.00</b>	<b>£103,000.00</b>	<b>£0.00</b>	<b>£0.00</b>
<b>Net Surplus/(Deficit)</b>	<b>2020-21</b>	<b>2021-22</b>	<b>2022-23</b>	<b>2023-24</b>	<b>2024-25</b>
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
<b>Total</b>	<b>-£151,000.0</b>	<b>-£247,895.0</b>	<b>-£239,900.0</b>	<b>£163,000.0</b>	<b>£167,075.0</b>
<b>Existing Budget</b>	<b>£145,500.0</b>	<b>£0.00</b>	<b>£0.00</b>	<b>£0.00</b>	<b>£0.00</b>
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
<b>HRA Surplus/(Deficit)</b>	<b>-£5,500.0</b>	<b>-£247,895.00</b>	<b>-£97,150.00</b>	<b>£163,000.0</b>	<b>£167,075.0</b>

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

**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)

	<b>2023-24</b>	<b>2024-25</b>	<b>2025-26</b>	<b>2026-27</b>	<b>2027-28</b>
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
<b>Net Surplus/(Deficit)</b>	<b>-£258,445.0</b>	<b>-£166,878.5</b>	<b>-£73,938.5</b>	<b>£20,395.6</b>	<b>£95,749.1</b>

## 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**

## **Appendix C. Resident and stakeholder consultation and engagement**

1. In July 2019, Cabinet approved a proposal to consult all affected residents on the future of estate parking.
2. For Secure tenants the consultation represented a formal consultation under Section 105 of the Housing Act 1985 and the consultation pack was designed in accordance with the requirements of Haringey Council's Section 105 arrangements and outlined the following:-
  - The rationale for the proposal including the issues with the current scheme.
  - The proposal to develop a new scheme.
  - The preferred option for a new scheme as outlined at section 8 above.
  - The alternative options detailed at section 5 and the issues identified with each.
  - What we are seeking from residents in response to the consultation.
  - How resident responses will be used to design the final proposal.
3. The approved consultation exercise was carried out Autumn 2019 over a 10 week period with all affected residents on estates receiving a postal questionnaire. In addition to the postal questionnaires, residents were able to respond online and onsite at roadshows, libraries, receptions, and resident association meetings. The consultation pack was offered in a range of community languages and methods (including large Print, Braille, and easy words/ pictures) to ensure all affected residents had an equal opportunity to respond. The exercise was publicised via Homes Zone, the Haringey Council and Homes for Haringey websites and via posters in receptions of both blocks and service centres.
4. Over 12500 households and stakeholders were consulted and 1287 valid responses were received providing a statistically strong data set for analysis. Equalities analysis of the results did not identify any significant variance by area or group, aside from a preference for daytime enforcement amongst older responders. Resident responses to the consultation are summarised as follows:-
  - There is a problem with parking on estates and not enough parking spaces.
  - We do not manage parking well and the current scheme is ineffective
  - We should improve parking management, but opinions varied on the best solution with majority support for keeping the current scheme despite the issues.
  - Opinions were split regard financing parking management between subsidies from rent/service charges and charging those who use the parking.
  - There was not support for charging directly for permits but if charges or subsidies are introduced, Old Aged Pensioner and Disabled residents should be protected.
  - Parking should be for the benefit of residents, their visitors, and any service providers, we should not seek to rent spaces privately.
  - A wider range of enforcement times and controls is required.
5. To better understand the consultation results, further engagement was undertaken via five Saturday daytime resident workshops in February and March 2020. Over 50 residents attended the sessions to ask questions, view the consultation results and clarify the concerns and needs of residents. The attendees were as follows:
  - Support for the current scheme was caused by concerns a new one would lead to the same permit charges as Controlled parking zones.
  - The possible financial impact on residents is a significant issue which any scheme should be designed to mitigate.
  - Any new scheme must tackle permit tampering, non-residents/businesses parking, abandoned vehicles, and car parks being used for ASB/crime
  - Offer online access to permits and visitor parking.
  - Encourage households with multiple vehicles to consider the needs of others

- Promote greener travel by offering bicycle parking and electric car charging.
- We need to offer designated parking for disabled residents and motorbike users.
- A wider range of enforcement times is needed to cover peak usage periods.

6. 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 on Wednesday 16<sup>th</sup> and Thursday 17<sup>th</sup> September 2020. 20 residents attended the two sessions, receiving a presentation of the proposals which was followed by a question and answer session. The attendees made the following additional suggestions and queries:-

- Pilot the proposals to ensure that they operate correctly.
- Do not rely on this new scheme, use wider enforcement powers to combat Anti-Social Behaviour (ASB).
- Ensure residents are consulted before the new scheme is introduced.
- Ensure charges for any permits are reduced or removed wherever possible.
- Promote greener travel by offering bicycle parking and electric car charging.
- We need to offer designated parking for disabled residents and motorbike users.
- A wider range of enforcement times is needed to cover peak usage periods.

7. The draft proposals were presented to the Homes for Haringey Board in September 2020. A number of questions were raised by both board members and residents. A summary of the questions and responses provided are outlined below at Section 9.

## 8. Estate parking consultation 2019 results

### Section 1 – Is there a problem with parking on your estate

#### Question 1. Do you feel that there is a problem with parking on your estate?

Yes	55.8%
No	35.5%
Don't know	8.6%

#### Question 2. Do you feel there is usually enough parking on your estates for residents and visitors?

Yes	39.8%
No	52.4%
Don't know	7.8%

#### Question 3. How well do you feel we manage the parking on your estate??

Very well	9.7%
Well	18.4%
Neither well nor badly	34.7%
Badly	19.2%
Very badly	18.0%

### Section 2 – Should the management of parking on estates be improved

#### Question 4. Do you agree that we should try to improve the way we manage parking on your estate?

Strongly agree	38.8%
agree	25.5%
Neither agree nor disagree	16.8%
Disagree	8.6%
Strongly disagree	10.2%

#### Question 5. What do you think would be the best way to manage estate parking going forward?

Traffic management orders	17.6%
Keep the current Estate Controlled Parking Scheme	37.2%
Remove all parking controls	7.2%
Turn estate roads and carparks into public roads	1.2%
Automated controls like CCTV and barrier gates	18.6%
Other (Please see Section 5 for other responses)	17.2%

### **Section 3 – What is important when managing parking**

#### **Question 6. Please tell us who you think should be able to park on your estates?**

Residents and their households	40.1%
Visitors such as friends and family	29.7%
Carers such as medical professionals	24.2%
Other (Please see Section 5 for other responses)	6.0%

#### **Question 7. Please tell us when you feel it is most important to manage parking on your estate?**

Weekdays	36.0%
Weekends	22.6%
Evening/Nights	21.2%
All the time	20.2%

#### **Question 8. What are the biggest parking problems on estates?**

Lack of parking spaces in the daytime	39.6%
Lack of parking spaces in the evening or at night	10.7%
Lack of parking spaces at the weekend	11.8%
Non-Residents taking all the parking	16.3%
Businesses & their customers taking all the parking	6.2%
Households with multiple vehicles taking all the parking	10.9%
Delivery vans and trade vehicles left on estates	7.6%
Abandoned, dumped & unlicensed vehicles left on estates	9.2%
Other(Please see Section 5 for other responses)	9.1%

### **Section 4 – How should parking management be funded**

#### **Question 9. Do you agree only those people who use estate parking should pay for it (i.e. by paying for permits) or should the costs continue to be subsidised from rent and service charges?**

Only those who use the service should pay	36.0%
Subsidies from rent and service charges	40.6%
Don't know	12.6%
Other(Please see Section 5 for other responses)	10.8%

#### **Question 10. Do you agree permit charges should be introduced to help improve parking management?**

Strongly agree	14.2%
Agree	15.7%
Neither agree nor disagree	18.5%
Disagree	15.1%
Strongly disagree	35.4%

#### **Question 11. Which groups of residents should not have to pay for parking, if charges are introduced?**

Those with disabilities or long term illnesses & conditions	39.6%
Old Aged pensioners	31.0%
Every should have to pay if they want to use the parking	17.5%
Other(Please see Section 5 for other responses)	15.0%

### **Section 5 – Open text responses to questions with “Other” options**

### **Question 5. What do you think would be the best way to manage estate parking going forward?**

Most of the suggestions and responses reinforced the pre-set responses but one theme did emerge.

Support for using the Traffic management Orders to manage estate parking “controlled parking zone controls (CPZ)” should not be interpreted as support for transferring estate roads to the public highway, but for a ‘CPZ model’ which could be applied on Homes for Haringey managed estates.

Other responses included

Keep the current scheme but add automated barriers	51 (26% of other response)
Keep the current scheme but stop ASB and Drug dealing	41 (21%)
Use CPZ controls but add automated barriers	27 (14%)
Increase the number of parking bays	20 (10%)
Better enforcement needed as an active deterrent	16 (8%)
Use CCTV to help enforcement	12 (6%)
Reduce multi-car households	4 (2%)

### **Question 6. Please tell us who you think should be able to park on your estates?**

150 responders indicated an “other” response to question 6 and most of their comments suggested that officers, contractors, and tradespeople, should be allowed to park when providing a service for residents

### **Question 8. What are the biggest parking problems on estates?**

244 responders indicated an “other” response to question 8 with a range of comments and suggestions which are summarised below.

Abandoned and dumped vehicles/caravans/campervans  
ASB, drug taking, drug dealing and crime in the car park  
Not enough parking spaces in the car park/Car park too few spaces available  
Blue badge stealing  
Car vandalism  
Church, gym and support centre and community centre attendees  
Delivery vans regularly park obstructively on Double Yellow lines  
Double parked cars  
Parking on yellow lines, cross hatch boxes and in front of dropped kerbs  
Business owners and customers  
Fly tipping, rubbish dumping and people doing drugs  
Haringey Council/Homes for Haringey cars, vans and staff in our parking  
Households with multiple vehicles  
Lack of visitor parking and permits but visitors also take up too many spaces.  
Paying for a service we don't use  
Event day attendees at Tottenham Hotspur Stadium  
Pressure from non-residents trying to avoid paying for CPZ parking.  
Non-residents parking after 6.30pm, residents at work in the day can't park  
None, please leave it alone  
Not being able to park in an area where there is space  
Not enough disabled parking spaces  
Parents/teachers going to schools and nurseries.  
Parking on pavements, in front of garages, blocking access or across driveways  
Parking for residents only is the issue.  
People parking anywhere they like  
People parking in residents' drives without permission

People turn up and sit in car all day  
Police and Taxi drivers parking on estates  
Trade and delivery vehicles left parked overnight  
Traveller and others park here

**Question 9. Do you agree only those people who use estate parking should pay for it (i.e. by paying for permits) or should the costs continue to be subsidised from rent and service charges?**

96 responders indicated an “other” response to question 8 with a range of comments and suggestions which are summarised below.

All residents benefit, even if they don't park, as their visitors can  
Any parking controls will cost, and residents will pay for it.  
Anyone who doesn't use the service should get a discount or not pay.  
Ban cars and install bike sheds  
Car park is part of the estate and does not need extra management  
Continue as is, do not change the rules or the charges  
Continue to subsidise parking management from rent  
Council tax pays for services, parking should be free  
How will you prevent those who don't contribute using the parking  
Do not introduce any charges or subsidies  
Do not turn the estate roads into public ones  
Each household to have 1 free parking permit  
Everyone should pay because everyone has visitors, family, services etc.  
Free for residents  
Free permits for residents but others should pay such as visitors and family  
Freeholders have not paid into the above so why change things now  
Haringey Council and police have neglected the estate  
Haringey Council should CPZ profits to cover costs of estate parking  
If a charge is introduced the permit should allow parking in other areas for shopping and visiting friends/family  
If people don't use the service, they shouldn't subsidise it for others.  
if there are changes for parking, reduce rent and service charges  
It should be free for everyone  
Many estate costs are shared, this should be no different  
Only multicar households should pay for permits  
Paying for parking will not stop ASB  
Rent and Service charges pay for services, parking should be free  
Road tax pays for the upkeep of the roads, parking should be free  
Take away the parking restrictions  
Taxes should cover the cost of all services  
This is all about making money  
If you buy a CPZ and an estate permits you get a discount  
Use enforcement income to pay for parking management  
Visitor permits should be paid for  
We don't use estate parking we pay for a CPZ permit to park on the street.  
We don't have a car, why should we have to pay

**Question 11. Which groups of residents should not have to pay for parking, if charges are introduced?**

202 responders indicated an “other” response to question 11 with a range of comments which are summarised as “No-one should have to pay”.



## Section 5 – Equalities monitoring questions

### Question 16. Does anyone in your household have a disability or long-term illness/condition?

Yes	39%
No	56%
Not stated/Prefer not to say	4%

### Question 17. How old are you?

Under 20	<1%
20-34	10%
34-49	29%
50-64	32%
65+	25%
Not stated/Prefer not to say	4%

### Question 18. What is your sex?

Male	44%
Female	50%
Not stated/Prefer not to say	6%

### Question 19. Does your gender differ from your birth sex?

Yes	1%
No	85%
Not stated/Prefer not to say	14%

### Question 20. What is your sexual orientation?

Heterosexual	63%
Bi-Sexual	<1%
Gay	<1%
Lesbian	<1%
Not stated/Prefer not to say	35%

### Question 21. What is your Religion?

Buddhist	0.5%
Christian	32%
Hindhu	0%
Jewish	0%
Muslim	9%
Rastafarian	1%
No religion	27%
Don't know	3%
Not stated/Prefer not to say	21%
Other	7%

### Question 21. What is your Ethnicity or Ethnic group?

Asian/ Asian British	6%
Black/ Black British	21%
Chinese	2%
Mixed heritage	2%
White British	27%
White Other	18%
Other	1%
Not stated/Prefer not to say	23%

## Resident Questions

### **Q1. Does the Board agree that they should reject any charging for estate parking permits given that residents rejected this option in the recent consultation?**

- A. Homes for Haringey, including the Board, can make a proposal to Haringey Council's Cabinet. It is not in our power to set Council policy. As outlined below our current proposal is for each Household to receive one free permit for any vehicle that is at or below the average emissions threshold.

In developing the proposals, Homes for Haringey and Haringey Council have been mindful of the responses received to last year's consultation on the future of estate parking. When asked to consider the issue of financing estate parking management fairly, 36% of respondents indicated only those who use the service should pay for it with 40.6% stating the service should be subsidised from rent and service charges. In addition, 50.5% did not agree that permit charges should be introduced to improve estate parking management.

The proposal meets the request of residents to maintain some free to the end user permits whilst addressing the underlying issue of financing parking management fairly. It is a viable and deliverable solution which can be applied to all the various types of residents with a right to use estate parking. The offer is achievable and provides a scheme with the potential to self-finance both day to day running costs and, over the medium term, set up costs.

Alternative options were explored based on the outcome of the consultation including the following.

1. Introducing a service charge - Unfortunately, a service charge could not be levied on all potentially affected residents, including business tenants, freeholders, and sub-lessees. In addition, some agreements did not contain the clauses necessary to introduce a service charge of this type. Therefore, a service charge would not address the underlying issue of tenants unfairly subsidising services for other groups.
2. Introducing permit charges for some groups (i.e. Freeholders and Sub-Lessees) and subsidies for other groups (i.e. Tenants and Leaseholders) – This 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. To prevent application fraud, manual document and ID checks would be required at both property and household level. The administrative costs of manually verifying every application could render any new scheme financially unviable.

## Homes for Haringey Board member questions

### **Q2. Why does Homes for Haringey and Haringey Council propose to offer any free parking when most Councils/Housing Associations make a charge?**

- A. Benchmarking indicates most boroughs that provide estate parking management do make some form of charge. Homes for Haringey and Haringey Council are seeking to improve estate parking management whilst ensuring the service is financed fairly, financially viable and contributes to tackling the Climate Emergency. The financial assessment indicates the proposals will meet those objectives and deliver value for residents.

### **Q3. Haringey Council are currently seeking approval to increase permit charges for CPZ permits despite receiving a negative response to a consultation on their proposal. The rationale is the need to reduce vehicles and carbon**

**emitting journeys to address the current climate emergency. Homes for Haringey also need to take action to address the climate emergency. Why aren't we proposing the same?**

- A. The proposal is for each household to receive one free permit for any vehicle at or below the average emissions category. Any household with 2 or more vehicles will be charged on an emissions basis for the second and subsequent vehicles. Homes for Haringey and Haringey Council believe the proposal will tackle the climate emergency by encouraging households to consider both the number of vehicles and the emissions of each vehicle. The experience of introducing CPZs on the public highway suggests we can expect a 20-30% reduction in vehicles on estates when the new scheme is introduced.

Haringey Council has already benefited from the introduction of CPZs and is now seeking to make further reductions in both vehicles on the highway and carbon emitting journeys. Similarly, Homes for Haringey and Haringey Council are seeking to achieve improvements on estates with these proposals but reserve the right to propose further changes in the future, subject to impact assessment, if needed.

**Q4. Will LBH Parking Services offer longer enforcement times including 24hours if required?**

- A. As standard, LBH Parking Services can already offer longer enforcement times but longer enforcement times mean more visits and higher operating costs. However, there may be a need for short term exercises to address issues such as ASB and vehicles blocking emergency access routes. LBH Parking Services will consider their ability to offer targeted 24 hour enforcement on estate roads and car parks to ensure emergency access routes are maintained. In addition, where necessary the double yellow lines, yellow boxes and other controls that can be enforced 24hours a day will be considered on estate roads and car parks.

**Q5. Why are we protecting residents over the state pension age from charges, financial analysis suggests they may be better off than some working age groups?**

- A. The results of resident consultation indicated that they feel this group should be protected. However, this proposal will be assessed during the Equalities Impact Assessment required for the Cabinet report and adjusted, as necessary.

**Additional response 20/11** – The proposal to offer residents over the state pension age one free permit per household regardless of emissions category of the vehicle was considered as part of the Equality Impact Assessment (EQIA). The EQIA identified that as a group resident of Social Housing who are over the state pension age have less disposable income than those in the general population and are more likely to be in financial distress. In addition, those over the state pension age are more likely to be on a fixed income with less ability to manage additional expenditure or to change their vehicle. Offering additional support to this group is in line with Council policy on other fees including library fines, gym charges etc.

**Q6. As above for disabled/long term limiting illness?**

- A. Whilst residents over the state pension age may "choose" to keep a vehicle a disabled blue badge holder is likely to "require" their vehicle and may require a specific vehicle with a higher emission level (i.e. a people carried with a tail lift). In addition, introducing a charge will place an additional financial burden on a group that is known to be under financial pressure already. It is for these

reasons that it has been deemed appropriate to offer this group additional protection against the potential for new charges to have a negative impact.

**Q7. The range of permits on offer seems complex, can it be simplified?**

- A. The range of options in the proposal are designed to meet the requirements and needs presented to us by residents and stakeholders but it may be possible to simplify the proposal.

**Q8. Why are we charging for staff permits, including fleet vehicles?**

- A. The proposal to introduce charges for fleet vehicles is designed to cover administrative costs and encourage services to review their vehicle requirements with a view to reducing carbon emitting vehicle journeys to estates. The proposal to introduce emissions based charges for all other staff permits is designed to reduce non-essential carbon emitting journeys to our estates. In addition, these proposals are designed to reduce the amount of staff vehicles parking on estates to ensure residents get the maximum benefit from available parking.



Homes for Haringey

**Parking & Projects Team**

48 Station Road

Wood Green

London

N22 7TY

30 August 2019

020 8489 5611

Mr & Mrs Example Tenants

1 The Block

1 The Street

London

**Customer Care line:**

**E-mail address:** [estate.parking@homesforharingey.org](mailto:estate.parking@homesforharingey.org)

Dear Mr & Mrs Example Tenants,

**ESTATE PARKING CONSULTATION – REGARDING THE PARKING AT THE ESTATE AFFECTING 1 THE BLOCK, 1 THE STREET.**

We are writing to you about proposals to change the way we manage parking on all estates to make it better and fairer for all residents, including you and your family.

You tell us that estate parking is important but the way we manage it can improve. We know the current parking controls aren't fair because your rent and service charges subsidise the running costs even if you don't use the parking. We believe only those people who use the service should fund the costs of managing parking.

In the future, we want parking to meet your needs, wherever possible, but we can't do that unless we know what is important to you and what you would like us to do. We are therefore consulting all residents on affected estates. For our secure tenants, this is a statutory consultation in accordance with section 105 of the Housing Act 1985. So please take a few minutes to fill in this consultation to tell us how we should manage parking on all estates in the future.

Our preferred option is to manage parking using the same powers as Controlled Parking Zones on public roads (called Traffic Management Orders). To find out why we need to change the way we manage estate parking and what we are proposing please see our Frequently Asked Questions section included in this pack.

**To have your say, please fill out the attached consultation form and return it to us in the pre-paid self-addressed envelope by midnight on Friday 25 October 2019 to Freepost RTSY-CHLE-ERZA, Estate parking consultation, Homes for Haringey, 48 Station Road, Wood Green, London N22 7TY.**

**You can also complete this consultation online by midnight on Friday 25 October 2019 on our website at: [www.homesforharingey.org/parkingconsultation](http://www.homesforharingey.org/parkingconsultation).**

Yours sincerely,

  
**Sean McLaughlin**

Managing Director

11111



## Translation and interpreting services

This is an important letter about your home, from Homes for Haringey.  
To get a free copy in your own language, please complete and return the form.

### Albanian

Kjo është një letër e rëndësishme mbi shtëpinë tuaj, nga Homes for Haringey. Për të marrë një kopje falas në gjuhën tuaj, ju lutem plotësoni dhe ktheni formularin.

### Arabic

هذه رسالة مهمة بشأن منزلك مرسله من قبل "مساكن هارينجيه".  
للحصول على نسخة مجانية بلغتك الأصلية، الرجاء أملء  
الاستمارة وارجعها.

### Bengali

এটা আপনার ঘরের ব্যাপারে হোমস ফর হ্যারিংজে-র কাছ থেকে একটা জরুরী চিঠি। এটা আপনার নিজের ভাষায় পেতে চাইলে, দয়া করে এই ফর্মটা ভর্তি করুন আর ফেরত পাঠান।

### Cantonese

這是來自夏靈基家園(Homes for Haringey) 的一封關於你房屋的重要信函。若需一份使用你的母語擬寫的免費副本，請填寫並寄回本表格。

### French

Voici une lettre importante de "Homes for Haringey" concernant votre logement. Pour en obtenir un exemplaire gratuit dans votre langue, veuillez remplir et nous renvoyer le coupon.

### Greek

Η σημαντική αυτή επιστολή αφορά το σπίτι σας και είναι από τον οργανισμό «Homes for Haringey» (Κατοικίες για το Χάριγκεϋ). Αν θέλετε δωρεάν αντίγραφο στη δική σας γλώσσα, παρακαλούμε συμπληρώστε και επιστρέψτε τη φόρμα.

### Kurdish

Ev name girîng e û li ser mala we ya ku Homes for Haringey daye we ye. Ji bo kopîyeke wê bi zimanê we, ji kerema xwe formê tije bikin û bi şûn ve bişînin.

### Portuguese

Essa é uma carta importante sobre seu lar, de Homes for Haringey (Lares para Haringey). Para obter uma cópia gratuita em sua própria língua, por favor complete e retorne o formulário.

### Somali

Tani waa warqad muhiim ah oo ku saabsan gurigaaga, taas oo ka socota Homes for Haringey. Si aad u hesho koobbi lacag la'aan ah oo luqaddaada ku qoran, fadlan buuxi oo soo celi foomka.

### Turkish

Bu, Homes for Haringey adlı kurumdan, evinize ilişkin önemli bir mektuptur. Kendi dilinizde ücretsiz bir kopyası için lütfen formu doldurup gönderiniz.

Please tell us if you would like a copy of this letter in another language that is not listed above or in any of the following formats, and send the form to the Freepost address below.

In large print

On CD-ROM

On audio tape

In Braille

In another language

Which language? \_\_\_\_\_



Name: \_\_\_\_\_

Address: \_\_\_\_\_

Telephone: \_\_\_\_\_

Email: \_\_\_\_\_

Please return to: Freepost RTSY-CHLE-ERZA, Estate parking consultation, Homes for Haringey, 48 Station Road, Wood Green, London N22 7TY



Homes for Haringey uses recycled paper as part of its commitment to improving the environment.



## ESTATE PARKING CONSULTATION 2019 - FREQUENTLY ASKED QUESTIONS

### **What is wrong with the current way of managing parking on our estates?**

1. The scheme cannot pay for itself anymore, which means rents and service charges subsidise the costs even if you do not use the parking, which isn't fair.
2. The current parking controls are over 20 years old and can't deal with the problems on estates now, such as non-residents using all the parking.
3. The scheme is no longer effective because new legislation including the Protection of Freedoms Act 2012 prevents us from clamping or towing vehicles.
4. There are some changes in Government policy on how councils can manage parking arrangements on housing estate land.

### **Why are we consulting you?**

We are consulting you because we plan to change the way we manage parking to make it better and fairer for all residents including you, your family and your visitors. In accordance with section 105 of the Housing Act 1985 we are required to consult all secure tenants and it is our policy to consult all affected residents before changing the way we make any changes affecting the management of our estates.

### **What do we want you to do?**

We want you to tell us three things: how you think parking should be managed, what you think about our proposals and what else you would like us to consider.

### **What do we propose to do to improve the management of estate parking?**

- The Government advises councils to control estate parking with the same powers used to manage Controlled Parking Zones (CPZs) on public roads.
- This would mean introducing Traffic Management Orders under the Road Traffic Regulation Act 1984 using Haringey Council's own in-house Parking Service.
- Managing parking in this way offers the powers required to improve enforcement, offer a range of parking control times, encourage the use of greener vehicles and promote alternative types of transport.
- It would allow us to ensure only the people who use the service contribute towards the costs of controlling estate parking, by charging for permits.
- We believe this is the best solution available and is our preferred option.

### **What other options are there for managing estate parking?**

1. Keep the current Estate Controlled Parking Scheme. As explained above this scheme isn't effective and has to be subsidised from rent and service charges.
2. Remove all parking controls. Residents tell us that managing parking for their benefit is important, so we do not think removing all parking controls is what you want.
3. Turn all housing roads and car parks into public roads. This is an expensive option requiring Government approval and would still require CPZs to control parking.
4. Install automated controls (i.e. CCTV or barrier gates). This is a very expensive option which isn't always effective and one that is not suitable for all our estates.

### **Will visitors such as family, friends and carers still be able to park?**

We currently offer visitor parking and have no plans to stop offering this service.

### **If we have to charge people for parking what will they have to pay?**

Haringey Council and Homes for Haringey have not made any decision yet but if charges are introduced, it will be to cover the costs of managing parking. We will ensure that charges are as

low as possible and not more than the cost of parking on public roads with Controlled Parking Zones (CPZs).

### **What do we propose to do to improve parking for vulnerable residents?**

Haringey Council and Homes for Haringey will ensure any new scheme prioritises parking for disabled residents as well as ensuring residents who are disabled or over the state pension age have access to free or subsidised parking.

### **Are there any other improvements and changes we would like to make?**

Yes, we hope any new scheme will allow us to improve lots of things, including:

- Online and mobile applications for permits and visitor parking.
- A wider range of operating hours to cover the peak parking times.

### **Will we consult you before any changes are made to parking on your estate?**

Yes, before we introduce any parking management schemes, we always consult residents on each estate to make sure controls are needed. We will also work with residents to introduce rules and operating times to manage the issues on each estate.

### **Can residents get involved with designing the estate parking management?**

Yes, we want to create a resident parking panel to help us design the new estate parking management policy. If you are interested in being involved, please fill in the section at the end of the attached consultation form and we will contact you.

### **What will we do with what you tell us?**

What you tell us now will be used to design the new estate parking management policy which Haringey Council's Cabinet will consider early in 2020.

### **What will we do with any personal information you provide? .**

As a social landlord we try to tailor services to meet the needs of our residents to make sure no-one is disadvantaged. Therefore, we need to collect equalities information as part of this consultation. It will only be used when analysing the responses to this consultation and we only use information for the reason it was collected. No-one will be identified using the information they have provided. If you are not comfortable answering a question, please move onto the next one.

### **How can I have my say?**

To have your say please fill out the attached consultation form and return it to us in the pre-paid self-addressed envelope to Freepost RTSY-CHLE-ERZA, Estate parking consultation, Homes for Haringey, 48 Station Road, Wood Green, London N22 7TY. You can also have your say online by completing this consultation on our website at:

[www.homesforharingey.org/parkingconsultation](http://www.homesforharingey.org/parkingconsultation). To ensure your views are considered please respond by no later than midnight on Friday 25 October 2019.

### **I have more questions, can I talk to someone?**

Yes, you can contact our customer service team on 020 8489 5611 or email us at [estate.parking@homesforharingey.org](mailto:estate.parking@homesforharingey.org). We will also be attending every resident association meeting and resident event held before the consultation closing date. You can also find out more and have your say by attending one of our drop-in sessions:

<b>3:30-7:30pm Monday 23<sup>rd</sup> September</b>	<b>Project 2020, Off Road Hub, Kenneth Robbins House, Northumberland Park Gr, N17 0QA.</b>
<b>3:30-7:30pm Wednesday 9<sup>th</sup> October</b>	<b>Civic Centre, High Rd, Wood Green N22 8LE.</b>
<b>3:30-7:30pm Wednesday 16<sup>th</sup> October</b>	<b>Civic Centre, High Rd, Wood Green N22 8LE.</b>



We plan to change the way we manage parking to make it better and fairer. The current parking controls aren't fair because rents and service charges subsidise running costs even if you don't use parking. We believe only those people who use the service should contribute towards the cost of managing parking. Our preferred option is to introduce controls using the same powers which manage Controlled Parking Zones on public roads (called Traffic Management Orders). We can't do that unless we know what you think and want us to do, so please help by taking a few minutes to fill in this consultation.

**1. Do you feel that there is a problem with parking on your estate?**

Yes  No  Don't know

**2. Do you feel there is usually enough parking on your estates for residents and visitors?**

Yes  No  Don't know

**3. How well do you feel we manage the parking on your estate?**

Very well  Well  Neither well nor badly  Badly  Very badly

**4. Do you agree that we should try to improve the way we manage parking on your estate?**

Strongly agree  Agree  Neither agree nor disagree  Disagree  Strongly disagree

**5. What do you think would be the best way to manage estate parking going forward?**

- Controlled Parking Zones like those used on public roads
- Keeping the current parking scheme considering the issues detailed above
- Remove all parking controls
- Turning estate roads and car parks into public roads
- Automated parking controls like CCTV and barrier gates
- Other (Please specify)

**6. Please tell us who you think should be able to park on your estates?**

- Residents and their household
- Visitors such as friends and family
- Carers such as medical professionals
- Other (Please specify)

**7. Please tell us when you feel it is most important to manage parking on your estate?**

Weekdays  Weekends  Evening/Nights  All the time

**8. Please tell us which of the following parking problems affect your estate?**

- Lack of parking spaces in the daytime
- Lack of parking spaces in the evening or at night
- Lack of parking spaces at the weekend
- Non-residents taking all the parking
- Businesses and their customers taking all the parking
- Households with multiple vehicles taking all the parking
- Delivery vans and trade vehicles left on estates
- Abandoned, dumped and unlicensed vehicles left on estates
- Other (Please specify)

**9. Do you agree only those people who use estate parking should pay for it (i.e. by paying for permits) or should the costs continue to be subsidised from rent and service charges?**

- Only those who use the service should pay the costs of managing parking
- The costs of managing parking should be subsidised from rent and service charges
- Don't know
- Other (Please specify)

**10. Do you agree permit charges should be introduced to help improve parking management?**  
Strongly agree  Agree  Neither agree nor disagree  Disagree  Strongly disagree

**11. If charges are introduced, which groups of residents should not have to pay for parking?**  
Residents with disabilities or long-term illness and conditions   
Old aged pensioners   
Everyone should have to pay if they want to use the parking   
Other (Please specify)

**12. Including you, how many people usually live in your home?**

**13. How many vehicles do you and your household own or use regularly?**

**14. Please use this space to make additional comments or suggestions?**

**15. If you would be interested in being more involved in improving estate parking, possibly as part of a resident parking panel, please give us your name and contact details below?**

**16. Does anyone in your household have a disability or long-term illness/condition?**  
Yes  No  Don't know  Prefer not to say

**17. How old are you?**  
Under 20  20-34  35-49  50-64  65 or over

**18. What is your sex?**  
Male  Female  Prefer not to say

**19. Does your gender differ from your birth sex?**  
Yes  No  Don't know  Prefer not to say

**20. What is your sexual orientation?**  
Heterosexual  Bi-Sexual  Gay  Lesbian  Prefer not to say

**21. What is your Religion?**  
Buddhist  Christian  Hindu  Jewish  Muslim  Rastafarian   
No Religion  Don't know  Other (Please specify)

**22. What is your Ethnicity or Ethnic group?**  
Asian  Asian British  Black African  Black British  Black Caribbean  Chinese   
Mixed White & Black African  Mixed White & Black Caribbean  Mixed White & Asian   
White British  White Other  Other (Please specify)

**Thank you for taking the time to respond to this consultation. Please return it to us by Midnight on Friday 25 October 2019 using the enclosed pre-paid envelope to Freepost RTSY-CHLE-ERZA, Estate parking consultation, Homes for Haringey, 48 Station Road, Wood Green, London N22 7TY**

# HAVE YOUR SAY ON THE FUTURE OF ESTATE PARKING

**Homes for Haringey plans to change the way we manage parking to make it better for residents.**

Respond to our consultation to ensure your views are heard at [www.homesforharingey.org/parkingconsultation](http://www.homesforharingey.org/parkingconsultation) or come to one of our drop-in sessions (3.30-7.30pm) to find out more about our proposals and why we need to make changes:

- » **Monday 23 September** - Project 2020, Off Road Hub, Kenneth Robbins House, Northumberland Grove, N17 0QA
- » **Wednesday 9 October** - Civic Centre, High Road, Wood Green N22 8LE
- » **Wednesday 16 October** - Civic Centre, High Road, Wood Green N22 8LE

Tell us your  
views by  
midnight on  
Friday 25  
October 2019



Homes for Haringey



# HAVE YOUR SAY ON THE FUTURE OF ESTATE PARKING

**Homes for Haringey plans to change the way we manage parking to make it better for residents.**

We are offering all residents the chance to work with us to develop the new parking scheme. Come to one of our resident parking workshops to help us create a new estate parking scheme that meets your needs

You can find out more at see the results of the consultation at [www.homesforharingey.org/parkingconsultation](http://www.homesforharingey.org/parkingconsultation)

## Workshop Dates

Saturday	22/02/2020	10am -2pm
Saturday	29/02/2020	11am - 3pm
Saturday	07/03/2020	10am -2pm
Saturday	21/03/2020	10am -2pm
Saturday	28/03/2020	11am - 3pm
Saturday	04/04/2020	10am -2pm
Saturday	11/04/2020	11am - 3pm

## All the workshops will be held at:

Milton Road Community Centre Milton Road  
Duckett's Green  
Tottenham  
London N15 3DS



Homes for Haringey



# HAVE YOUR SAY ON THE FUTURE OF ESTATE PARKING

**Homes for Haringey plans to change the way we manage parking to make it better for you.**

Last year we consulted with you to find out how we could improve estate parking. Earlier this year we held workshops so our residents could help us develop proposals for a new estate parking scheme based on that consultation. We are now offering you the chance to attend a workshop to review the proposals before they are submitted for approval in November.

To find out more about our plans please visit  
[www.homesforharingey.org/parkingconsultation](http://www.homesforharingey.org/parkingconsultation)

## Workshop Dates

Wednesday 16 September 2020 6pm – 8pm

Thursday 17 September 2020 6pm – 8pm

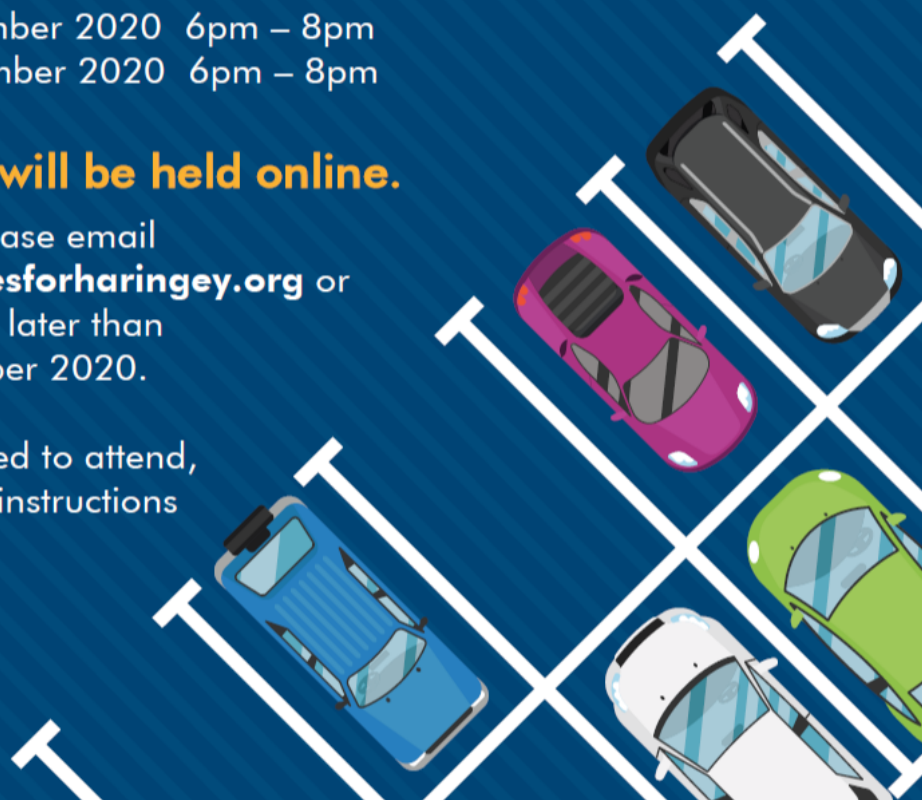
## All the workshops will be held online.

To register to attend please email  
[estate.parking@homesforharingey.org](mailto:estate.parking@homesforharingey.org) or  
call 0208 489 3539 no later than  
5pm Friday 11 September 2020.

Once you have registered to attend,  
you will be sent joining instructions



Homes for Haringey



## Appendix D – Summary delivery plan and high level risk register

**Table 1. New estate parking management scheme summary roadmap 2020-22**

1. Policy approval	Q3 2020/21
2. Surveys and Site Mapping	Q4 2020/21
3. Service Design, cost, and SLA	Q4 2020/21
4. Procedure and Systems phase 1	Q1 2021/22
5. Pilot sites identified	Q1 2021/22
6. TMO Stage 1 consultation approval	Q1 2021/22
7. Briefing and Training	Q1 2021/22
8. Procedure and Systems phase 2	Q1 2021/22
9. TMO Stage 2 consultation approval	Q2 2021/22
10. TMO notices approval	Q2 2021/22
11. Site Work (Signage, Line Marking etc.)	Q2 2021/22
12. Information and Notice	Q2 2021/22
13. Pilot sites launched	Q3 2021/22
14. Pilot site review	Q3 2021/22
15. Process review	Q3 2021/22
16. Roll out plan approved	Q3 2021/22
17. Roll out	Q3 2021/22 – Q4 2022/23

**Table 2. Summary of the current high-level risk register**

1. IT systems will not be able to support the recommended changes	– Impact High Probability Medium
2. Resources are not released or are withdrawn, due to competing demands	– Impact High Probability Medium
3. Implemented solutions will not deliver the expected business benefits	– Impact High Probability Medium
4. Legislative/regulatory changes affect policy	– Impact Medium Probability Medium
5. Budget restraints will render improvements undeliverable	– Impact High Probability Medium
6. Related projects delay implementation or don't deliver improvements affecting delivery	– Impact High Probability High
7. Organisational changes impact on service delivery	– Impact High Probability Medium
8. The performance of contractors affects ability to meet core targets	– Impact High Probability High
9. Annual leave/unplanned absence negatively impacts on delivery	– Impact Medium Probability Medium
10. Decision making bodies decline to approve request or support recommendations.	– Impact High Probability Medium
11. Consultation returns a negative response to proposals	– Impact Medium Probability High
12. Specialist resources are not available to undertake the work required	– Impact Medium Probability Low

## EQUALITY IMPACT ASSESSMENT

The **Equality Act 2010** places a '**General Duty**' on all public bodies to have '**due regard**' to the need to:

- Eliminating discrimination, harassment and victimisation and any other conduct prohibited under the Act.
- Advancing equality of opportunity between those with a 'relevant protected characteristic' and those without one.
- Fostering good relations between those with a 'relevant protected characteristic' and those without one.

In addition, the Council complies with the Marriage (same sex couples) Act 2013.

### Stage 1 – Screening

Please complete the equalities screening form. If screening identifies that your proposal is likely to impact on protected characteristics, please proceed to stage 2, and complete a full Equality Impact Assessment (EqIA).

### Stage 2 – Full Equality Impact Assessment

An EqIA provides evidence for meeting the Council's commitment to equality and the responsibilities under the Public Sector Equality Duty.

**When an EqIA has been undertaken, it should be submitted as an attachment/appendix to the final decision making report. This is so the decision maker (e.g. Cabinet, Committee, senior leader) can use the EqIA to help inform their final decision. The EqIA once submitted will become a public document, published alongside the minutes and record of the decision.**

Please read the Council's Equality Impact Assessment Guidance before beginning the EqIA process.

#### 1. Responsibility for the Equality Impact Assessment

<b>Name of proposal</b>	Council Housing Estate Parking changes
<b>Service area</b>	Homes for Haringey
<b>Officer completing assessment</b>	Gethin Segel
<b>Equalities/ HR Advisor</b>	Hugh Smith
<b>Cabinet meeting date (if applicable)</b>	8 <sup>th</sup> December 2020
<b>Director/Assistant Director</b>	David Joyce, Director of Housing, Regeneration & Planning

#### 2. Summary of the proposal

Please outline in no more than 3 paragraphs

- The proposal which is being assessed
- The key stakeholders who may be affected by the policy or proposal
- The decision-making route being taken

A new estate parking management scheme based on powers provided to Local Authorities under the Road Traffic Regulation Act 1984 to be run by Haringey Council's own In-House Parking Service. The new scheme will amend the rules and charges associated with permissions to use the available parking on housing estates.

The proposals will affect anyone residing on a Haringey Council housing estate with an Estate Controlled Parking Scheme who wishes to make use of the available parking. The proposals will affect residents regardless of tenure, gender, age, disability, race, ethnicity, sexual orientation, religious belief, pregnancy, or marital status.

The proposals will be considered by Haringey Council's Cabinet in December.

### 3. What data will you use to inform your assessment of the impact of the proposal on protected groups of service users and/or staff?

Identify the main sources of evidence, both quantitative and qualitative, that supports your analysis. Please include any gaps and how you will address these

This could include, for example, data on the Council's workforce, equalities profile of service users, recent surveys, research, results of relevant consultations, Haringey Borough Profile, Haringey Joint Strategic Needs Assessment and any other sources of relevant information, local, regional or national. For restructures, please complete the restructure EqIA which is available on the HR pages.

Protected group	Service users	Staff
Sex	Haringey Council Tenancy equalities profile (see below) Resident consultation and engagement (see Appendix C) Information on Haringey Council Leaseholders and Freeholders is limited and this EQIA relies on the wider population Haringey Equalities Profile <a href="http://www.haringey.gov.uk/sites/haringeygovuk/files/equalities_profile_of_haringey.pdf">http://www.haringey.gov.uk/sites/haringeygovuk/files/equalities_profile_of_haringey.pdf</a>	Not applicable
Gender Reassignment	Haringey Council Tenancy equalities profile (see below) Resident consultation and engagement (see Appendix C) Information on Haringey Council Leaseholders and Freeholders is limited and this EQIA relies on the wider population Haringey Equalities Profile <a href="http://www.haringey.gov.uk/sites/haringeygovuk/files/equalities_profile_of_haringey.pdf">http://www.haringey.gov.uk/sites/haringeygovuk/files/equalities_profile_of_haringey.pdf</a>	Not applicable
Age	Haringey Council Tenancy equalities profile (see below) Resident consultation and engagement (see Appendix C) Information on Haringey Council Leaseholders and Freeholders is limited and this EQIA relies on the	Not applicable



	wider population Haringey Equalities Profile <a href="http://www.haringey.gov.uk/sites/haringeygovuk/files/equalities_profile_of_haringey.pdf">http://www.haringey.gov.uk/sites/haringeygovuk/files/equalities_profile_of_haringey.pdf</a>	
Disability	Haringey Council Tenancy equalities profile (see below) Resident consultation and engagement (see Appendix C) Information on Haringey Council Leaseholders and Freeholders is limited and this EQIA relies on the wider population Haringey Equalities Profile <a href="http://www.haringey.gov.uk/sites/haringeygovuk/files/equalities_profile_of_haringey.pdf">http://www.haringey.gov.uk/sites/haringeygovuk/files/equalities_profile_of_haringey.pdf</a>	Not applicable
Race & Ethnicity	Haringey Council Tenancy equalities profile (see below) Resident consultation and engagement (see Appendix C) Information on Haringey Council Leaseholders and Freeholders is limited and this EQIA relies on the wider population Haringey Equalities Profile <a href="http://www.haringey.gov.uk/sites/haringeygovuk/files/equalities_profile_of_haringey.pdf">http://www.haringey.gov.uk/sites/haringeygovuk/files/equalities_profile_of_haringey.pdf</a>	Not applicable
Sexual Orientation	Haringey Council Tenancy equalities profile (see below) Resident consultation and engagement (see Appendix C) Information on Haringey Council Leaseholders and Freeholders is limited and this EQIA relies on the wider population Haringey Equalities Profile <a href="http://www.haringey.gov.uk/sites/haringeygovuk/files/equalities_profile_of_haringey.pdf">http://www.haringey.gov.uk/sites/haringeygovuk/files/equalities_profile_of_haringey.pdf</a>	Not applicable
Religion or Belief (or No Belief)	Haringey Council Tenancy equalities profile (see below) Resident consultation and engagement (see Appendix C) Information on Haringey Council Leaseholders and Freeholders is limited and this EQIA relies on the wider population Haringey Equalities Profile <a href="http://www.haringey.gov.uk/sites/haringeygovuk/files/equalities_profile_of_haringey.pdf">http://www.haringey.gov.uk/sites/haringeygovuk/files/equalities_profile_of_haringey.pdf</a>	Not applicable
Pregnancy & Maternity	Haringey Council Tenancy equalities profile (see below) Resident consultation and engagement (see Appendix C) Information on Haringey Council Leaseholders and Freeholders is limited and this EQIA relies on the wider population Haringey Equalities Profile <a href="http://www.haringey.gov.uk/sites/haringeygovuk/files/equalities_profile_of_haringey.pdf">http://www.haringey.gov.uk/sites/haringeygovuk/files/equalities_profile_of_haringey.pdf</a>	Not applicable
Marriage and Civil Partnership	Haringey Council Tenancy equalities profile (see below) Resident consultation and engagement (see Appendix C) Information on Haringey Council Leaseholders and Freeholders is limited and this EQIA relies on the wider population Haringey Equalities Profile <a href="http://www.haringey.gov.uk/sites/haringeygovuk/files/equalities_profile_of_haringey.pdf">http://www.haringey.gov.uk/sites/haringeygovuk/files/equalities_profile_of_haringey.pdf</a>	Not applicable

**Outline the key findings of your data analysis. Which groups are disproportionately affected by the proposal? How does this compare with the impact on wider service users and/or the borough's demographic profile? Have any inequalities been identified?**

*Explain how you will overcome this within the proposal.*

*Further information on how to do data analysis can be found in the guidance.*

Access to Haringey Council housing is subject to an allocations policy governed by central legislation dictating the priority access to housing. As a result, certain groups are over-represented in the Homes for Haringey client base when compared with general wider population, this includes lone parents of working age, those with disabilities/long term limiting conditions and old age pensioners. The details of the client base are summarised below.

**Sex** – Females are over-represented in the Tenancy client base in comparison with the general population of both Haringey and London in general (64% of Tenants versus 50% in the general population). Due to the allocation of social housing this includes the female client base of Homes for Haringey includes a significant number of lone single parents of working age.

**Gender reassignment** – Homes for Haringey and Haringey Council do not hold accurate records of gender reassignment within either the general population or the Tenancy client base.

**Age** – A number of age groups are over-represented in the Tenancy client base in comparison with the general population of both Haringey and London in general. These include those over the state pension (27% of Tenants versus 8% in the general population) and those of working age (71% vs 63%).

**Disability** - The number of tenants presenting as having a disability or condition that limits their daily activities is slightly higher than the wider population of Haringey and London (17% vs 14%).

**Race & Ethnicity** – Both White British and White other are under-represented in the tenant population in comparison with the wider population of Haringey (39% vs 60%). This is reflected in the BAME tenant population with Asian, Asian British and Mixed Heritage groups all over-represented in the tenant population in comparison with the wider population. However, those of Black and Black British ethnicity are the largest tenant client group representing almost twice the level as in the wider population (34% vs 18%).

**Sexual Orientation** – Homes for Haringey and Haringey Council do not hold data on the sexual orientation of Tenants. During the consultation, 63% of respondents indicated they were Heterosexual versus 35% not responding. Less than 1% indicated they were Bi-Sexual, Gay or Lesbian respectively which is below the London population of 3%.

**Religion** – Homes for Haringey and Haringey Council do not hold data on the religion of Tenants. During the consultation, respondents indicated the following: 32% Christian (Versus 45% in Haringey), 27% No religion (25%) and 9% Muslim (14%). With a further

24% indicating they did not know or would prefer not to say, versus 9% of the wider population of Haringey.

**Pregnancy & Maternity** - Homes for Haringey and Haringey Council do not hold data on the pregnancy and/or maternity status of Tenants.

**Marriage & Civil Partnership** - Homes for Haringey and Haringey Council do not hold data on the marriage and/or civil partnership status of Tenants. Data on the wider population of Haringey indicates a higher proportion of couples in a registered same sex civil partnership than England and London. 0.6% (or 1,191 residents), compared to 0.2% for England and 0.4% for London

**4. a) How will consultation and/or engagement inform your assessment of the impact of the proposal on protected groups of residents, service users and/or staff?**

*Please outline which groups you may target and how you will have targeted them*

Further information on consultation is contained within accompanying EqIA guidance

The proposals have been subject to formal Statutory consultation compliant with S105 of the Housing Act 1985 for all secure tenants. In addition, all other estate residents with the right to use estate parking with a current estate controlled parking scheme were formally consulted. Over 12500 households received the consultation documents with 1287 valid responses received. Consultation documents were provided both online and in paper format in a variety of formats including major languages, braille, large print and easy word and pictures.

Formal consultation was supported by engagement events during the consultation period and a series of resident parking workshops subsequent to the consultation exercise. Over 50 residents and stakeholders attended the events. Translation and interpretation services were offered at engagement events.

If Cabinet approve the new estate parking scheme, implementation on individual estates will be subject to a two stage consultation process supported by engagement. These consultation and engagement exercises will be supported with the same format, translation and interpretation offer as the exercises described above to ensure equal access.

With all formal consultation Haringey Council and Homes for Haringey are required to take account of the views of respondents, amending and mitigating proposals wherever possible.

**4. b) Outline the key findings of your consultation / engagement activities once completed, particularly in terms of how this relates to groups that share the protected characteristics**

*Explain how will the consultation's findings will shape and inform your proposal and the decision making process, and any modifications made?*

Please refer to separate document for details of the consultation and engagement exercise undertaken - Appendix C Estate Parking Review - Consultation and Engagement.

Resident responses to the consultation are summarised as follows:-

- There is a problem with parking on estates and not enough parking spaces.
- We do not manage parking well and the current scheme is ineffective
- We should improve parking management, but opinions varied on the best solution with majority support for keeping the current scheme despite the issues.
- Opinions were split regard financing parking management between subsidies from rent/service charges and charging those who use the parking.
- There was not support for charging directly for permits but if charges or subsidies are introduced, Old Aged Pensioner and Disabled residents should be protected.
- Parking should be for the benefit of residents, their visitors, and any service providers, we should not seek to rent spaces privately.
- A wider range of enforcement times and controls is required.
- Results indicated that older respondents felt that parking should be managed during weekdays whilst working age respondents indicated a preference of parking to be controlled evenings, overnight and at weekends.

Resident engagement workshops revealed the following:-

- Support for the current scheme was caused by concerns a new one would lead to the same permit charges as Controlled parking zones.
- The possible financial impact on residents is a significant issue which any scheme should be designed to mitigate.
- Any new scheme must tackle permit tampering, non-residents/businesses parking, abandoned vehicles, and car parks being used for ASB/crime
- Offer online access to permits and visitor parking.
- Encourage households with multiple vehicles to consider the needs of others
- Promote greener travel by offering bicycle parking and electric car charging.
- We need to offer designated parking for disabled residents and motorbike users.
- A wider range of enforcement times is needed to cover peak usage periods.
- Pilot the proposals to ensure that they operate correctly.
- Do not rely on this new scheme, use wider enforcement powers to combat Anti-Social Behaviour (ASB).
- Ensure residents are consulted before the new scheme is introduced.
- Ensure charges for any permits are reduced or removed wherever possible.
- Promote greener travel by offering bicycle parking and electric car charging.
- We need to offer designated parking for disabled residents and motorbike users.
- A wider range of enforcement times is needed to cover peak usage periods.

The views and concerns of residents presented either during the consultation or subsequent engagement have been reflected in the proposals wherever possible. Where it has not been possible to meet the specific requirements of resident's proposals have been adjusted to mitigate any negative impacts.

**5. What is the likely impact of the proposal on groups of service users and/or staff that share the protected characteristics?**

*Please explain the likely differential impact on each of the 9 equality strands, whether positive or negative. Where it is anticipated there will be no impact from the proposal, please outline the evidence that supports this conclusion.*

Further information on assessing impact on different groups is contained within accompanying EqlA guidance

- All residents of estates with a controlled parking scheme who wish to use the parking will be equally affected by the proposals.
- Tenants who do not reside on an estate with controlled parking schemes will no longer subsidise the scheme.
- Specific measures are included to ensure potential financial impact are mitigated on households which include a member who is either an OAP, disabled, suffering from a long term limiting illness/condition or have a requirement for carers.
- The ability to offer designated parking spaces will improve parking offer for residents who are disabled or suffering from a long term limiting illness/condition and meet the criteria for a disabled parking bay.

### Sex

Homes for Haringey's Tenant client group is governed by legislation and policy controlling access to social housing. As a result, in comparison with the general population of Haringey, women are overrepresented in the Tenant client group. Data on the wider population suggests that Leaseholders, Private Renters and Freeholders residing on Homes for Haringey managed estates have a similar gender representation to the wider population.

The new scheme will apply to all residents who have a right to use the available parking on estates regardless of tenure. Therefore, it is anticipated that the proposal will not have a disproportionate impact on the service users in this protected characteristic.

The new scheme will address an unfair contribution currently being made from Rent paid by tenants who do not reside on a Homes for Haringey managed estate. The proposals are designed to ensure better management of parking for the benefit of all estate residents at a lower cost than offered to the general population using parking in Controlled parking zones. As women are over-represented in the tenant client group the proposals will address a negative impact on women tenants who do not reside on an estate with a controlled parking scheme. To ensure lone parents on low incomes who reside on an estate with a controlled parking scheme are not negatively impacted the proposals provide for each household to apply for one free permit provided the vehicle is at or below the average emissions threshold (this should ensure 60% of vehicles are eligible for a free permit).

Positive	x	Negative		Neutral impact		Unknown Impact	
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### Gender Reassignment

We do not hold data on the number of people who are seeking, receiving, or have received gender reassignment surgery, and there is not national data collected for this protected characteristic. The Equality and Human Rights Commission estimate that there is between 300,000 and 500,000 transgender people in the UK .

At this stage, we do not have any data to suggest that this group would be any more or less likely than the rest of the general population or Homes for Haringey customer base to be affected by the proposal. Therefore, it is anticipated that the proposal will not have a disproportionate impact on this protected characteristic.

Positive		Negative		Neutral impact		Unknown Impact	x
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**Age**

Haringey has a relatively young population with a quarter of the population under the age of 20, and 91% of the population aged under 65 (89% London and 83% England). 38% of the borough’s population is aged 25-39 higher than the London. The Borough has a higher proportion of young adults and a smaller proportion of older people than in the rest of London. There are more children living in the East of our borough than in the west.

Homes for Haringey do not hold data on the characteristics of private renters, leaseholders, and Freeholders of properties and/or garages. At this stage, we do not have any data to suggest that young people would be any more or less likely than the rest of the population to be affected by the proposal. Therefore, it is anticipated that the proposal will not have a disproportionate impact on this protected characteristic.

All estate residents who are over the state pension age will be eligible to receive one free permit regardless of the emissions category of their vehicle. The offer to Estate residents who are over the state pension age is made in recognition of the fixed nature of their income making it harder for this group to manage new expenditure or purchase new items to comply with changing guidelines. In addition, residents of social housing who are over the state pension age are identified as a group with more financial difficulty in comparison with the general population. The offer is consistent with charging policies applied by other services including gyms, leisure facilities and libraries.

Estate residents of any age will be eligible to receive one free permit per household provided the vehicle is below the average emissions level.

The proposals reflect the results of the consultation where older respondents indicated a preference for parking to be managed during weekdays whilst working age respondents indicated a preference of parking to be controlled evenings, overnight and at weekends. Standard Operational hours are provided within the policy along with a commitment to consult local estates on the specific operating hours of their scheme and adjust them accordingly.

Positive	x	Negative		Neutral impact		Unknown Impact	
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**Disability**

Homes for Haringey’s client group is governed by legislation and policy controlling access to social housing. As a result, in comparison with the general population of Haringey, individuals with disabilities are overrepresented in the client group.

Individuals who are either disabled or suffering from a long term limiting illness/condition will benefit from a measure designed to mitigate any negative financial impacts including access to one free permit regardless of the emissions category of their vehicle.

The proposals contain measures to assist those who require formal and informal care support to access permits for their carers at preferential rates, equivalent to the administrative cost of process an application.

Any estate resident with a disability or suffering from a long term limiting illness/condition which effects their mobility can apply for a general use parking bay to be converted to a disabled one where there is insufficient available for their use. Individual users will be able to apply for a designated disabled parking bay for their exclusive use on the same criteria as Haringey Council apply to Disabled parking bays on the Highway. In addition, where an estate has 10 parking spaces or more both organisations will seek to designate a minimum of 10% as disabled parking bays, including any designated bays.

Positive	x	Negative		Neutral impact		Unknown Impact	
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Race and Ethnicity

Homes for Haringey do not hold data on the characteristics of private renters and freeholders. At this stage, we do not have any data to suggest that BAME individuals or groups would be any more or less likely than the rest of the population to be affected by the proposal. Therefore, it is anticipated that the proposal will not have a disproportionate impact on this protected characteristic.

Homes for Haringey’s client group is governed by legislation and policy controlling access to social housing. As a result, in comparison with the general population of Haringey, BAME individuals are overrepresented in the client group. At this stage, although BAME groups are overrepresented in the client group there is no evidence to suggest they would be disadvantaged by the proposals. The proposals are designed to ensure better management of parking for the benefit of all estate residents at a lower cost than offered to the general population using parking in Controlled parking zones. Therefore, it is anticipated that the proposal will not have a disproportionate impact on this protected characteristic.

Positive		Negative		Neutral impact	x	Unknown Impact	
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Sexual Orientation

We do not hold ward or borough level data on sexual orientation, and it is not collected nationally through the census. However, the ONS estimates that 3.7% of Haringey’s population is lesbian, gay, or bisexual (LGB), which is the 15<sup>th</sup> largest LGB community in the country<sup>1</sup>.

At this stage, we do not have any data to suggest that this group would be any more or less likely than the rest of the population to be affected by the proposal. The proposals are designed to ensure better management of parking for the benefit of all estate residents at a lower cost than offered to the general population using parking in Controlled parking zones. Therefore, it is anticipated that the proposal will not have a disproportionate impact on this protected characteristic.

1

<https://www.ons.gov.uk/peoplepopulationandcommunity/culturalidentity/sexuality/articles/subnationalsexualidentityestimates/uk2013to2015#introduction>

Positive		Negative		Neutral impact		Unknown Impact	x
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Religion or Belief

Haringey is one of the most religiously diverse places in the UK. The most common religion was Christianity, accounting for 45% of residents, less than London (48.4%) and less than England (59.4%). The next most common religions were Muslim (14.3%) – higher than London (12.3%) - and Jewish (3%). Haringey had a lower percentage of residents who were Hindu (1.8%) and Sikh (0.3%) than London (5.0% and 1.5%, respectively). A quarter of Haringey residents stated that they did not have a religion, higher than London (20.7%).

We do not have local data regarding the representation of this protected group among private renters and freeholders. At this stage, we do not have any data to suggest that individuals from minority religious groups would be any more or less likely than the rest of the population to be affected by the proposal. Therefore, it is anticipated that the proposal will not have a disproportionate impact on this protected characteristic.

Positive		Negative		Neutral impact		Unknown Impact	x
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Pregnancy and Maternity

The number of children born to Haringey residents has been increasing year on year since 2002 in line with the London and England trend. The birth rate (births per 1000 of the population) in Haringey has been consistently higher than London in this period until 2008 and is now level with London. In 2012 there were 4,209 births in Haringey.

Homes for Haringey do not hold data on the characteristics of private renters and freeholders. At this stage, we do not have any data to suggest that pregnant women or those with young children would be any more or less likely than the rest of the population to be affected by the proposal. Therefore, it is anticipated that the proposal will not have a disproportionate impact on this protected characteristic.

Positive		Negative		Neutral impact		Unknown Impact	x
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Marriage and Civil Partnership

We do not hold local data on the numbers of tenants or private renters who are married or in civil partnerships. Should it be established that there are any tenants or private renters in a civil partnership, it is anticipated that the proposal will not have a disproportionate impact on either people in marriages or in civil partnerships. As long as individuals are registered as members of the household, they will be eligible to apply for use of available parking on the same basis as any other household members regardless of Marital or civil partnership status.

Positive		Negative		Neutral impact	x	Unknown Impact	
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**Outline the overall impact of the policy for the Public Sector Equality Duty:**

- **Could the proposal result in any direct/indirect discrimination for any group that shares the relevant protected characteristics?**



- Will the proposal help to advance equality of opportunity between groups who share a relevant protected characteristic and those who do not?  
This includes:
  - a) Remove or minimise disadvantage suffered by persons protected under the Equality Act
  - b) Take steps to meet the needs of persons protected under the Equality Act that are different from the needs of other groups
  - c) Encourage persons protected under the Equality Act to participate in public life or in any other activity in which participation by such persons is disproportionately low
- Will the proposal help to foster good relations between groups who share a relevant protected characteristic and those who do not?

The proposals are not going to result in any direct/indirect discrimination for any group that shares the relevant protected characteristics

The proposals are a step to meet the specific parking needs of relevant protected groups such as older people, disabled people and those with long term limiting illnesses/conditions.

It is not anticipated that the proposals will have an impact on good community relations

#### 6. a) What changes if any do you plan to make to your proposal as a result of the Equality Impact Assessment?

Further information on responding to identified impacts is contained within accompanying EqIA guidance

Outcome	Y/N
<b>No major change to the proposal:</b> the EqIA demonstrates the proposal is robust and there is no potential for discrimination or adverse impact. All opportunities to promote equality have been taken. <u>If you have found any inequalities or negative impacts that you are unable to mitigate, please provide a compelling reason below why you are unable to mitigate them.</u>	Yes
<b>Adjust the proposal:</b> the EqIA identifies potential problems or missed opportunities. Adjust the proposal to remove barriers or better promote equality. Clearly <u>set out below</u> the key adjustments you plan to make to the policy. If there are any adverse impacts you cannot mitigate, please provide a compelling reason below	No
<b>Stop and remove the proposal:</b> the proposal shows actual or potential avoidable adverse impacts on different protected characteristics. The decision maker must not make this decision.	No

#### 6 b) Summarise the specific actions you plan to take to remove or mitigate any actual or potential negative impact and to further the aims of the Equality Duty

Impact and which relevant protected characteristics are impacted?	Action	Lead officer	Timescale
<i>Not applicable</i>			

**Please outline any areas you have identified where negative impacts will happen as a result of the proposal, but it is not possible to mitigate them. Please provide a complete and honest justification on why it is not possible to mitigate them.**

*Not applicable*

**6 c) Summarise the measures you intend to put in place to monitor the equalities impact of the proposal as it is implemented:**

**Permitting and permissions to park will be subject to annual review, including equalities impact screening.**

**7. Authorisation**

EqlA approved by  Tracey Downie, Director of Housing Management, Homes for Haringey.	Date 12/11/2020
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**8. Publication**

*Please ensure the completed EqlA is published in accordance with the Council's policy.*

Please contact the Policy & Strategy Team for any feedback on the EqlA process.

## Haringey Council Tenancy equalities profile

### Gender

- Female = 10852 (64%)
- Male = 6079 (36%)
- Gender reassignment = unknown
- Gender neutral = unknown

### Age

- 0-24 = 210 (1%)
- 25-34 = 1168 (7%)
- 35-44 = 2277 (13%)
- 45-54 = 4123 (24%)
- 55-64 = 4528 (27%)
- 65-80 = 3569 (21%)
- 81+ = 1074 (6%)
- Unknown = 123 (<1%)

### Disability

- No = 4933 (29%)
- Yes = 2917 (17%)
- Unknown = 9222 (54%)

### Ethnicity

- Asian/Asian British = 844 (5%)
- Black/Black British = 5791 (34%)
- Chinese = 81 (<1%)
- Mixed Heritage = 228 (1%)
- White British = 3031 (18%)
- White Other = 3616 (21%)
- Other = 1257 (7%)
- Unknown = 2224 (13%)

### Financial inclusion

- Currently in receipt of full or partial Housing benefit = 7361 (43%)
- Currently in receipt of Universal Credit = 2795 (16%)
- Not in receipt of a state benefit (excluding state pension) = 4434 (26%)
- Unknown = 2482 (14%)

**Appendix F List of estates and blocks covered by the current Estate Controlled Parking Scheme.**

<b>From</b>	<b>To</b>	<b>Address</b>	<b>Estate Controlled Parking Scheme</b>	<b>Post Code</b>	<b>Ward</b>
1	18	Albert Close	Albert Close	N22	Alexandra
1	6	Charter Court	Charter Court	N22	Alexandra
1	20	Barnes Court	Barnes Court	N22	Bounds Green
83	84	Trinity Road	Barnes Court	N22	Bounds Green
1	26	Basil Spence House	Basil Spence House/Joyce Butler House	N22	Bounds Green
1	26	Joyce Butler House	Basil Spence House/Joyce Butler House	N22	Bounds Green
N/A		Bounds Green Court	Bounds Green Court	N22	Bounds Green
68	70E	Clarence Rd No.9	Clarence Road (sheltered)	N22	Bounds Green
39	41	Clarence Road (Odds only)	Clarence Road (sheltered)	N22	Bounds Green
1	18	Clarence Road No.43	Clarence Road (sheltered)	N22	Bounds Green
1	85	John Keats House	Commerce Road	N22	Bounds Green
5	59	Nightingale Road(odds only)	Commerce Road	N22	Bounds Green
1	85	Thomas Hardy House	Commerce Road	N22	Bounds Green
1	60	Commerce Road	Commerce Road (Commercial spaces)	N22	Bounds Green
1	24	Grasmere Court	Grasmere Court	N22	Bounds Green
1	85	Finsbury House	Partridge Way	N22	Bounds Green
1	85	Newbury House	Partridge Way	N22	Bounds Green
2	70	Partridge Way (Evens only)	Partridge Way	N22	Bounds Green
1	12	Portree Close	Portree Close	N22	Bounds Green
1	18	Park Court	Tredegar Road	N11	Bounds Green
1	44	Tredegar Road	Tredegar Road	N11	Bounds Green
1	25	Howfield Place	Howfield / Steeles / St Loys	N17	Bruce Grove
51	73	St Loys Road (Odds)	Howfield / Steeles / St Loys	N17	Bruce Grove
5	19	Steeles Road (Odds only)	Howfield / Steeles / St Loys	N17	Bruce Grove
1	186	Millicent Fawcett Court	Millicent Fawcett Court	N17	Bruce Grove
N/A		St Margarets Road	St Margarets Rd	N15	Bruce Grove
1	19	Colwick Close	Colwick Close	N6	Crouch End
1	19	Colwick Close	Colwick Close	N6	Crouch End

From	To	Address	Estate Controlled Parking Scheme	Post Code	Ward
127A	127C	Hornsey Lane	Colwick Close	N6	Crouch End
129	129	Hornsey Lane	Colwick Close	N6	Crouch End
127A	133C	Hornsey Lane	Colwick Close	N6	Crouch End
1	37	Garton House	Garton House	N6	Crouch End
61	87A	Park Road (Odds only)	Park Road	N8	Crouch End
1	42	Tudor Close	Tudor Close	N6	Highgate
2	152	Birkbeck Road (Evens only)	Birkbeck Road	N8	Hornsey
1	32	Grove House Road	Grove House Road	N8	Hornsey
51	119	Lightfoot Road (Odds only)	Lightfoot Road	N8	Hornsey
1	38	Mildura Court	Mildura Court	N8	Hornsey
1	24	Miles Road	Miles Road	N8	Hornsey
1	14	Moselle Close	Moselle Close	N8	Hornsey
42	86	Newland Road	Newland Road	N8	Hornsey
1	47	Stokley Court	Stokley Court (sheltered)	N8	Hornsey
1	17	Beattock Rise	Beattock Rise	N10	Muswell Hill
1	44	Cranley Dene Court	Cranley Dene Court (sheltered)	N10	Muswell Hill
1	26	Kelland Close	Kelland Close	N8	Muswell Hill
9	37	New Road	New Road	N8	Muswell Hill
1	20	Alfred Findley House	Alfred Findley House (sheltered)	N22	Noel Park
1	32	Coldham Court	Coldham Court	N22	Noel Park
1	11	Gardner Court	Gardiner Court	N22	Noel Park
1	34	Jack Barnett Way	Jack Barnett Way	N22	Noel Park
65	142	Jack Barnett Way	Mayes Road	N22	Noel Park
120	166	Parkland Road (Evens only)	Parkand Road 1	N22	Noel Park
20	108	Parkland Road	Parkland Road 2	N22	Noel Park
1	47	Pelham Road	Pelham Estate	N22	Noel Park
1	229	The Sandlings	The Sandlings	N22	Noel Park
681	703a	Lordship Lane N22, (odds only)	Vincent Square	N22	Noel Park
1	38	Vincent Square N22	Vincent Square	N22	Noel Park
1	6	Northumberland Park No.127	127 Northumberland Park	N17	Northumberland Park

From	To	Address	Estate Controlled Parking Scheme	Post Code	Ward
42	62	Church Road	Church Road	N17	Northumberland Park
42	62	Church Road	Church Road	N17	Northumberland Park
1	22	Concord House	Concord House/ Coombes House	N17	Northumberland Park
2	29	Coombes House	Concord House/ Coombes House	N17	Northumberland Park
N/A		Bromley Rd Insight Haringey	Coombes House (sheltered)	N17	Northumberland Park
2	29	Coombes House	Coombes House (sheltered)	N17	Northumberland Park
28	84	Lindales, The	Cooperage Close/The Lindales	N17	Northumberland Park
1	19	Cooperage Close	Cooperage Close/The Lindales (sheltered)	N17	Northumberland Park
1	27	Lindales, The	Cooperage Close/The Lindales (sheltered)	N17	Northumberland Park
1	60	Fiske Court	Fiske Court	N17	Northumberland Park
11	166	Church Road	James Place/Church Road	N17	Northumberland Park
1	43	James Place	James Place/Church Road	N17	Northumberland Park
21	only	Jansons Road	Jansons Road/Philip Lane	N15	Northumberland Park
61	79	Phillip Lane (Odds only)	Jansons Road/Philip Lane	N15	Northumberland Park
1	7	Lancaster Close	Lancaster Close	N17	Northumberland Park
1	60	Charles House	Love Lane Estate	N17	Northumberland Park
1	60	Ermine House	Love Lane Estate	N17	Northumberland Park
3	89	Whitehall Street	Love Lane Estate	N17	Northumberland Park
1	60	Moselle House	Love Lane Estate	N17	Northumberland Park
2	28	Orchard Place	Love Lane Estate	N17	Northumberland Park
9	39	White Hart Lane (Odds only)	Love Lane Estate	N17	Northumberland Park
2	16	Alnwick House	Northumberland Park	N17	Northumberland Park
1	16	Bamburgh House	Northumberland Park	N17	Northumberland Park
1	16	Bellingham House	Northumberland Park	N17	Northumberland Park
1	97	Blaydon Close	Northumberland Park	N17	Northumberland Park
1	55	Charles Bradlaugh House	Northumberland Park	N17	Northumberland Park
1	16	Cheviot House	Northumberland Park	N17	Northumberland Park
1	16	Corbridge House	Northumberland Park	N17	Northumberland Park
1	73	Haynes Close	Northumberland Park	N17	Northumberland Park
1	128	Kenneth Robbins House	Northumberland Park	N17	Northumberland Park

From	To	Address	Estate Controlled Parking Scheme	Post Code	Ward
1	34	Northumberland Grove	Northumberland Park	N17	Northumberland Park
129	234	Northumberland Park	Northumberland Park	N17	Northumberland Park
1	58	Robert Burns House	Northumberland Park	N17	Northumberland Park
1	42	Morpeth Walk	Northumberland Park	N17	Northumberland Park
1	94	Rothbury Walk	Northumberland Park	N17	Northumberland Park
1	255	Waverley Road	Northumberland Park	N17	Northumberland Park
1	14	Whittingham House	Northumberland Park	N17	Northumberland Park
1	56	Scotswood Walk	Scotswood Walk	N17	Northumberland Park
1	67	Altair Close	Stellar/Altair	N17	Northumberland Park
1	102	Stellar House	Stellar/Altair	N17	Northumberland Park
2	26	Gretton Road	Tenterden/Headcorn/Gretton	N17	Northumberland Park
1	35	Headcorn Road	Tenterden/Headcorn/Gretton	N17	Northumberland Park
8	92	Tenterden Road	Tenterden/Headcorn/Gretton	N17	Northumberland Park
1	19	Thornley Close	Thornley Close	N17	Northumberland Park
1	60	Trulock Court	Trulock Court	N17	Northumberland Park
13	17	Woodmead (garages)	Woodmead	N17	Northumberland Park
304	320	Hermitage Rd (Evens only)	304-320 Hermitage Rd	N15	Seven Sisters
1	60	Eckington House	Eckington House	N15	Seven Sisters
(21)34	56	Ermine Road	Ermine Road	N15	Seven Sisters
1	40	Bournes House	Frederick Messer Estate	N15	Seven Sisters
1	16	Canfield House	Frederick Messer Estate	N15	Seven Sisters
1	24	Hatchfield House	Frederick Messer Estate	N15	Seven Sisters
1	27	Henrietta House	Frederick Messer Estate	N15	Seven Sisters
1	133	Oatfield House	Frederick Messer Estate	N15	Seven Sisters
1	133	Twyford House	Frederick Messer Estate	N15	Seven Sisters
25	39	Grovelands Road (Odds only)	Grovelands Road	N15	Seven Sisters
1	60	Leabank View	Lemsford close/Leabank View	N15	Seven Sisters
1	34	Lemsford Close	Lemsford close/Leabank View	N15	Seven Sisters
1	24	Osman Close	Osman Close	N15	Seven Sisters
1	203	Plevna Crescent	Plevna Crescent	N15	Seven Sisters

From	To	Address	Estate Controlled Parking Scheme	Post Code	Ward
		Sherboro Road	Sherboro Road	N15	Seven Sisters
1	24	Tewksbury Close	Tewkesbury Close	N15	Seven Sisters
2	240	Tiverton Road (evens only)	Tiverton Road	N15	Seven Sisters
N/A		Crescent, The	Westcott Close (sheltered)	N15	Seven Sisters
1	31	Eastbourne Road (Odds only)	Westcott Close (sheltered)	N15	Seven Sisters
2	24	St Ann's Road	Westcott Close (sheltered)	N15	Seven Sisters
26	26	St Ann's Road	Westcott Close (sheltered)	N15	Seven Sisters
41	85	The Crescent (Odds only)	Westcott Close (sheltered)	N15	Seven Sisters
1	24	Westcott Close	Westcott Close (sheltered)	N15	Seven Sisters
1	90	Albany Close	Albany Close	N15	St Anns
1	40	Appleby Close	Appleby Close	N15	St Anns
2	72	Penrith Road (Evens only)	Appleby Close	N15	St Anns
1	26	Caradon Way	Caradon Way	N15	St Anns
1	46	Chedworth House	Caradon Way	N15	St Anns
2	90	Culross Close	Culross Close	N15	St Anns
1	168	Edgecot Grove	Edgecot Grove	N15	St Anns
1	33	Gresley Close	Gresley Close	N15	St Anns
1	27	Hallam Road	Hallam Road	N15	St Anns
N/A		Helston Court	Helston Court	N22	St Anns
1	59	Culvert Rd (Odds only)	Victoria / Kerswell	N15	St Anns
2	50	Kerswell Close (evens only)	Victoria / Kerswell	N15	St Anns
1	35	Kerswell Close (Odds only)	Victoria / Kerswell	N15	St Anns
543	593	Seven Sisters Rd (Odds only)	Victoria / Kerswell	N15	St Anns
2	162	Victoria crescent (evens only)	Victoria / Kerswell	N15	St Anns
1	147	Chettle Court	Chettle Court	N8	Stroud Green
1	3	Connaught Lodge	Connaught Lodge Garage Forecourt	N4	Stroud Green
104	108	Lancaster Road (evens only)	Lancaster Road	N4	Stroud Green
86	102	Lancaster Road (evens only)	Lancaster Road	N4	Stroud Green
76	84	Lancaster Road (evens only)	Lancaster Road	N4	Stroud Green
1	30	Mount View Road	Mount View Road	N4	Stroud Green



From	To	Address	Estate Controlled Parking Scheme	Post Code	Ward
6	10A	Mount View Road	Mount View Road	N4	Stroud Green
1	17	Norman Court	Norman Court	N4	Stroud Green
1	8	Fenstanton	Stroud Green Estate 1	N4	Stroud Green
1	24	Hutton Court	Stroud Green Estate 1	N4	Stroud Green
1	16	Lawson Court	Stroud Green Estate 1	N4	Stroud Green
1	16	Wiltshire Court	Stroud Green Estate 1	N4	Stroud Green
1	8	Wisbech	Stroud Green Estate 1	N4	Stroud Green
2	16	Brackenbury	Stroud Green Estate 2	N4	Stroud Green
1	16	Marquis Court	Stroud Green Estate 2	N4	Stroud Green
1	16	Nichols Close	Stroud Green Estate 2	N4	Stroud Green
1	24	Wall Court	Stroud Green Estate 2	N4	Stroud Green
95	97	Woodstock Road	Woodstock Road	N4	Stroud Green
1	6A	Ashmount Road	Ashmount Road (sheltered)	N15	Tottenham Green
1	50	Blenheim Rise	Blenheim Rise	N15	Tottenham Green
N/A		High Rd	Blenheim Rise	N15	Tottenham Green
62	156	Broad Lane (off Victoria Road)	Broad Lane	N15	Tottenham Green
1	36	Brunel Walk	Brunel Walk	N15	Tottenham Green
1	36	Brunel Walk	Brunel Walk	N15	Tottenham Green
12	28	Clyde Road (evens only)	Clyde Road	N15	Tottenham Green
1	48	Cordell House	Cordell House	N15	Tottenham Green
10	24	Walton Rd (evens only)	Cordell House	N15	Tottenham Green
46	50	Dorset Road (evens only)	Dorset Road	N15	Tottenham Green
31	45	Dorset Road (Odds only)	Dorset Road	N15	Tottenham Green
1	1H	Earlsmead Road	Earlsmead Road (sheltered)	N15	Tottenham Green
1A	1E	Grove Park Road	Grove Park Road	N15	Tottenham Green
130	160	High Cross Road (Evens only)	High Cross Road	N17	Tottenham Green
141	195	High Cross Road (Odds only)	High Cross Road	N17	Tottenham Green
107	119	High Cross Road (Odds only)	High Cross Road	N17	Tottenham Green
1	20	Lawrence Cl & Growland Rd	Lawrence Close	N15	Tottenham Green
1	64	Lomond Close	Lomond Close	N15	Tottenham Green

From	To	Address	Estate Controlled Parking Scheme	Post Code	Ward
2	72	Markfield House (Evens only)	Markfield House	N15	Tottenham Green
1	16	Pagin House	Pagin House	N15	Tottenham Green
1	36	Portland Road	Portland Road	N15	Tottenham Green
32	32	West Green Road	West Green Road	N15	Tottenham Green
1	20	Redlands	Redlands	N15	Tottenham Green
1	111	Russell Road	Russell Road	N15	Tottenham Green
10	34	Colsterworth Road	Saltram Close	N15	Tottenham Green
1	84	Saltram Close	Saltram Close	N15	Tottenham Green
1	11	Antill Rd (Odds only)	Sophia / 1-11 Antill (odds)	N15	Tottenham Green
1	34	Sophia House (Sheltered)	Sophia / 1-11 Antill (odds)	N15	Tottenham Green
2	27	St Peters House	St Peters House	N15	Tottenham Green
1	20	Stainby Road	Stainby Road	N15	Tottenham Green
1	63	Stamford Close	Stamford Close	N15	Tottenham Green
641	641	Seven Sisters Road (Evens only)	Stonebridge Estate	N15	Tottenham Green
673	673	Seven Sisters Road (Evens only)	Stonebridge Estate	N15	Tottenham Green
778	818	Seven Sisters Road (Evens only)	Stonebridge Estate	N15	Tottenham Green
1	150	Stonebridge Road	Stonebridge Estate	N15	Tottenham Green
151	203	Stonebridge Road	Stonebridge Estate (sheltered)	N15	Tottenham Green
1	24	Talbot Close	Talbot Close (sheltered)	N15	Tottenham Green
1	10	Tenby Close	Tenby Close	N15	Tottenham Green
1	83	Turner Avenue	Turner Avenue	N15	Tottenham Green
1	11	Watts Close	Watts Close	N15	Tottenham Green
1	69	Arundel Court	Arundel Court	N17	Tottenham Hale
1	44	Ashdowne Court	Ashdowne Court	N17	Tottenham Hale
1	57	Baldwyne Court	Baldwyne Court	N17	Tottenham Hale
1	32	Chesnut Road	Chesnut Estate	N17	Tottenham Hale
1	72	Fairbanks Road	Chesnut Estate	N17	Tottenham Hale
1	140	Hamilton Close	Chesnut Estate	N17	Tottenham Hale
1	16	Reynardsons Court	Chesnut Estate	N17	Tottenham Hale
1	11	Rycroft Way	Chesnut Estate	N17	Tottenham Hale

From	To	Address	Estate Controlled Parking Scheme	Post Code	Ward
1	80	Tamar Way	Chesnut Estate	N17	Tottenham Hale
1	27	Clements House	Clements House (sheltered)	N17	Tottenham Hale
1	113	Armadale Close	Ferry Lane	N17	Tottenham Hale
2	84	Erskine Crescent	Ferry Lane	N17	Tottenham Hale
2	6	Erskine Crescent (evens only)	Ferry Lane	N17	Tottenham Hale
85	179	Erskine Crescent	Ferry Lane	N17	Tottenham Hale
1	24	Gosport Walk	Ferry Lane	N17	Tottenham Hale
1	16	Jarrow Road	Ferry Lane	N17	Tottenham Hale
17	42	Jarrow Road	Ferry Lane	N17	Tottenham Hale
1	118	Kessock Close	Ferry Lane	N17	Tottenham Hale
1	16	Queensferry Walk	Ferry Lane	N17	Tottenham Hale
1	145	Reedham Close	Ferry Lane	N17	Tottenham Hale
147	223	Reedham Close (odds only)	Ferry Lane	N17	Tottenham Hale
1	22	Runcorn Close	Ferry Lane	N17	Tottenham Hale
1	10	Yarmouth Crescent	Ferry Lane	N17	Tottenham Hale
17	20	Yarmouth Crescent	Ferry Lane	N17	Tottenham Hale
29	65	Yarmouth Crescent	Ferry Lane	N17	Tottenham Hale
77	79	Yarmouth Crescent	Ferry Lane	N17	Tottenham Hale
100	101	Yarmouth Crescent	Ferry Lane	N17	Tottenham Hale
114	137	Yarmouth Crescent	Ferry Lane	N17	Tottenham Hale
11	16	Yarmouth Crescent	Ferry Lane	N17	Tottenham Hale
21	28	Yarmouth Crescent	Ferry Lane	N17	Tottenham Hale
66	76	Yarmouth Crescent	Ferry Lane	N17	Tottenham Hale
80	99	Yarmouth Crescent	Ferry Lane	N17	Tottenham Hale
102	113	Yarmouth Crescent	Ferry Lane	N17	Tottenham Hale
86	117	Erskine Cres	Ferry lane garage forecourt permits	N17	Tottenham Hale
1	86	Reedham Close	Ferry lane garage forecourt permits	N17	Tottenham Hale
1	15	Lansdowne Road No.44	Lansdowne Road	N17	Tottenham Hale
N/A		Malvern & Dawlish Road	Malvern / Dawlish alleyway	N17	Tottenham Hale
103	161	Park View Road estate	Park View Road estate	N17	Tottenham Hale

From	To	Address	Estate Controlled Parking Scheme	Post Code	Ward
113	189	Reed Road	Reed Road	N17	Tottenham Hale
14	24	St Mary's Close (evens only)	St Mary's Close	N17	Tottenham Hale
1	58	Whitbread Close	Whitbread Close	N17	Tottenham Hale
1A	11	Langham Road	1-11 Langham Road	N15	West Green
1	7	Langham Road	1-11 Langham Road	N15	West Green
N/A		Broadwater Farm	Broadwater Farm	N17	West Green
1	60	Ivatt Way	Ivatt Way	N17	West Green
1	20	Barker House	Milton Road/Willow Walk	N15	West Green
1	28	Ben Tillet House	Milton Road/Willow Walk	N15	West Green
1	18	Miller House	Milton Road/Willow Walk	N15	West Green
1	13	Willow Walk (Odds & evens)	Milton Road/Willow Walk	N15	West Green
1	61	Milton Road	Milton Road/Willow Walk	N15	West Green
52	82	Fenton Lodge	Fenton Lodge	N17	White Hart Lane
18a	56a	Great Cambridge Road	Great Cambridge Road	N17	White Hart Lane
23	31	Great Cambridge Road	Great Cambridge Road	N17	White Hart Lane
1	37	Larkspur Close	Larkspur Close	N17	White Hart Lane
N/A		Roseland Close	Roseland Close	N17	White Hart Lane
1	112	The Weymarks	The Weymarks	N17	White Hart Lane
1	60	Topham Square (access road)	Topham Square	N17	White Hart Lane
1	15	Albert Vittoria House	Albert Vittoria House	N22	Woodside
1	80	Bracknell Close	Bracknell Close	N22	Woodside
201	222	Bracknell Close	Bracknell Close	N22	Woodside
215	220	Bracknell Close	Bracknell Close	N22	Woodside
81	145	Bracknell Close	Bracknell Close (sheltered)	N22	Woodside
28	38	garage area	Granville Road	N22	Woodside
1	21	Irving Court	Irving Court	N22	Woodside
21	27	Kings Road	Kings Road	N22	Woodside
2	107	Pellatt Grove	Pellatt Grove	N22	Woodside
1	32	Sandra Close	Sandra Close	N22	Woodside
N/A		Williams Grove Garage Area	Williams Grove	N22	Woodside

<b>From</b>	<b>To</b>	<b>Address</b>	<b>Estate Controlled Parking Scheme</b>	<b>Post Code</b>	<b>Ward</b>
1	85	Elizabeth Blackwell House	Winkfield Road (Progress Way)	N22	Woodside
1	85	George Lansbury House	Winkfield Road (Progress Way)	N22	Woodside
1	8	Robert Owen House	Winkfield Road (Progress Way)	N22	Woodside
66	94	White Hart Lane N22	Winkfield Road (Progress Way)	N22	Woodside
1	8	Winkfield Road No.55	Winkfield Road (Progress Way)	N22	Woodside