

MINUTES OF THE MEETING Cabinet Member Signing HELD ON Wednesday, 5th February, 2025, 12.00 - 12.20 pm

PRESENT:

Councillors: Seema Chandwani

ALSO ATTENDING:

Chris Liasi – Principal Committee Co-Ordinator, Eubert Malcolm – Assistant Director for Environment, Abdul Sahid - Parking Strategy & Operations Manager, Beth Waltzer - Head of Recycling Waste & Enforcement, Ann Cunningham - Head of Highways & Parking.

12. FILMING AT MEETINGS

The Cabinet Member for Cabinet Member for Resident Services & Tackling Inequality referred to the notice of filming at meetings and this information was noted.

13. APOLOGIES FOR ABSENCE

There were no apologies for absence.

14. URGENT BUSINESS

There were no items of urgent business.

15. DECLARATIONS OF INTEREST

There were no declarations of interest.

16. DEPUTATIONS / PETITIONS / QUESTIONS

There were none.

17. AUTHORITY TO ISSUE REQUIRED DELEGATED AUTHORITY TO ISSUE FPNS AS PART OF ENVIRONMENTAL ENFORCEMENT SERVICES CONTRACT

This report followed the Cabinet meeting on 15 November 2024, where it was agreed to award the Environmental Enforcement Services Contract (the Contract) to Kingdom Services Group Limited (Kingdom) for a 1-year contract with an option for a 1-year extension ("the award decision").

The decision authorised granting Kingdom and its employees the authority to issue Fixed Penalty Notices (FPNs) on behalf of the Authority. This included the power to

issue FPNs under the Environmental Protection Act 1990, Anti-Social Behaviour, Crime and Policing Act 2014, and the Highways Act 1980.

Following a competitive procurement process, the Contract was awarded to Kingdom in November 2024, with services scheduled to begin in January 2025. The paper presented to Cabinet on 15 November 2024 included provisions to delegate authority to Kingdom to issue notices under the relevant legislation. However, after further review, it was determined that the delegation was insufficient to enable Kingdom employees to issue notices. The core services of the Contract were to focus on educating residents to reduce littering, along with enforcement under applicable legislation for violations like littering. Updated recommendations were drafted after receiving additional governance advice, ensuring that Kingdom employees would be able to fulfil their duties under the Contract when it began in January 2025.

The Cabinet Member RESOLVED to:

3.1 Authorised the Assistant Director Environment to agree variations to the Contract to the extent required to give Kingdom the function and authorise it to issue Fixed Penalty notices and warning notices and require payment of fixed penalties under the legislation set out at 3.2.1 - 3.2.6.

3.2 Authorised the Assistant Director Environment to authorise employees of Kingdom to issue Fixed Penalty Notices and warning notices and require payment of fixed penalties.

Reasons for decisions:

4.1 A procurement process was undertaken to find a suitably qualified organisation to provide environmental enforcement services which resulted in Award of Contract to Kingdom in November 2024.

4.2 For Kingdom to undertake the Services as part of the Contract, Kingdom, must have the function of giving notices, and its employees must be authorised to give them.

4.3 Litter and fly-tipping are amongst the biggest concerns for the residents of Haringey, and the issues are noticeable across the borough. Education and enforcement have a significant role to play in reducing the amount of litter and fly-tipping on our streets and changing people's behaviours and attitude.

4.4 Under the 'A cleaner, low waste Haringey' theme of the Council's Corporate Delivery Plan 2024 -2026, the Council has set an activity for 'Enhanced environmental enforcement, including targeted deployed (Monday – Sunday) of proactive litter &

waste enforcement patrols in Town Centres and hot spot locations across the borough’.

Alternative options considered:

5.1 The Council could do nothing, and Kingdom will be unable to issue FPN’s as detailed. The Council requires support to enforce this legislation and hence will be at risk of failure to do so.

5.2 The Council could stop undertaking enforcement action against those who are purposefully dropping litter and dumping waste across the borough. Without education and a deterrent, this could lead to an increase in instances of littering and dumping waste across the borough. This would have impacts on other services, such as the street cleansing, but also impact on the satisfaction of residents, businesses and visitors. This would mean that the Council does not complete an activity as set out within the Corporate Delivery Plan 2024 – 2026. Therefore, this is not recommended.

18. PARKING STRATEGY AND POLICY/CHARGES REVIEW - FEEDBACK TO STATUTORY CONSULTATION

Parking management was seen as an important tool in addressing inequality, responding to the climate emergency, and improving health. In July 2024, the Cabinet approved a new Parking Strategy aimed at promoting a cohesive, forward-thinking approach to parking management. This strategy provided a framework to reduce congestion, support local businesses, improve air quality, and enhance the overall vitality of Haringey’s diverse community.

During that meeting, Cabinet also approved proposed changes to parking policy and charges to support the strategy’s implementation. A decision was to be made, following the required statutory consultation, on whether to amend the relevant traffic management orders. The approved changes, detailed in Appendix D of the July 2024 Cabinet report, included:

- The introduction of a new parking permit charge band for fully electric vehicles, affecting all other parking permit charge bands.
- A new surcharge for larger vehicles: 5% for medium-sized (4m-4.49m) vehicles and 10% for vehicles longer than 4.5m.
- Incrementally higher surcharges for second and subsequent parking permits per household, extending to business parking permits.
- Parking charges for electric vehicles (EVs) using pay-by-phone and contactless bays and parking in EV charging bays.
- Administration fees for rejected permit applications and change of address requests.
- The introduction of a £40, 21-day temporary vehicle cover for business, boroughwide, and essential service permits, including for doctors (this already applied to residential permits).

- Hourly business visitor parking permits, limited to 100 per year.
- A non-resident Blue Badge holder permit for workers in the borough.
- The withdrawal of daily visitor parking permits.

This report provided the results of the statutory consultation on these proposals and sought approval to implement them, excluding the withdrawal of daily visitor parking permits. The Cabinet's Parking Strategy, approved in July 2024, aimed to provide a cohesive approach to managing parking for a growing borough, addressing congestion, supporting businesses, and improving the environment. By 2031, the borough's population was expected to rise by 6.3% to 280,100. The Council, as the local highway and parking authority, manages 355 km of streets and over 55,000 on-street parking spaces across 42 controlled parking zones (CPZs), covering around 75% of the borough.

The Cabinet Member RESOLVED to:

3.1 Note the objections to the statutory consultation on proposed changes to parking policy and charges, as set out in Section 8 and Appendix A.

3.2 Approved the implementation of the changes set out in Appendix B to give effect to the proposals approved by Cabinet on 16 July 2024 set out in paragraph 1.2 above except for the withdrawal of daily visitor parking permits.

3.3 Agreed that the proposal to withdraw daily visitor parking permits shall not progress.

3.4 Delegated authority to the Head of Highways and Parking to make all necessary traffic management orders to implement the changes to parking policy and charges in Appendix B.

Reasons for decision:

4.1 The Council is required to consider objections and representations received in response to statutory consultation on changes to parking policy and charges prior to making a decision on whether to proceed with the implementation of proposals.

4.2 The proposals support the delivery of the Council's adopted Parking Strategy. The overarching objective of that strategy is to create an efficient, reliable and safe road network - enhancing the safety and efficiency of Haringey's road network.

4.3. In line with the Council's overall charging policies, the new charges seek to address the environmental impact of vehicles, considering factors like volume of vehicles and vehicle emissions, and vehicle size. These charges are intended to

incentivise more sustainable transport choices, aligning with the commitment to address the climate emergency and deliver healthy streets. They also aim to reflect the real-world impact of vehicle usage and achieve a full cost recovery of service provision, ensuring financial stability of the service.

Alternative options considered:

5.1. Consideration was given to relying on national and regional levers to influence car ownership and use. This would also result in the Council continuing to respond to pressures and stakeholder requirements on a responsive basis. However, in considering Haringey's transport ambitions and commitment to implement measures that improve the health and well-being opportunities for all borough residents, this option was not recommended for the following reasons:

- Inadequate response to increasing demands – continuing with existing practices would not adequately address the growing pressure on parking and highways as Haringey's population and infrastructure demands increase.
- Compromise strategic objectives – not adopting a strategic approach would undermine the ability to significantly contribute to corporate objectives, which aim to enhance mobility and support sustainable urban development.
- Risk to service quality and efficiency – the lack of a forward-looking strategy could lead to deteriorating service quality, increased congestion, and reduced satisfaction among residents and businesses.

5.2. Consideration was given to proceeding to implement proposals to withdraw daily visitor parking permits. Following consideration of the objections received, this is not being progressed further. Those objections highlighted the necessity of those permits, as well as that the withdrawal would have a disproportionate financial impact on some residents living in controlled parking zones (CPZs) with longer operational hours. Those tend to be in the east of the borough.

19. NEW ITEMS OF URGENT BUSINESS

There were none.

CABINET MEMBER:

Signed by CABINET MEMBER: 05.02.25

Date: 05.02.25

