

Report for: Cabinet member for Resident Services & Tackling Inequality –
11th March 2026

Title: Review and approval of Parking Charges

Report authorised by: Barry Francis, Director of Environment and Resident Experience

Lead Officers: Ann Cunningham, Head of Highways and Parking

Ward(s) affected: All

**Report for Key/
Non-Key Decision: Key decision**

1 Describe the issue under consideration.

- 1.1 The Council undertakes an annual review of the level of the fees and charges that is to be paid by vehicle owners parking in designated spaces on [and off] the highway on a full cost recovery basis.
- 1.2. Cabinet approved the parking Fees and Charges (F&Cs) to be levied from the start of the financial year 2026/27 at its meeting on 9 December 2025. However, some proposed parking charge increases were omitted from F&Cs approved by Cabinet, which are set out in the three Appendix II a, b and c attached to the report.
- 1.3 This report seeks approval of those proposed parking charge increases set out in appendices II a, b, and c.

3 Recommendations

- 3.1 It is recommended that the Cabinet Member:
 - a) Agree the increases to parking charges proposed in Appendix II (a) and b) subject to statutory notification and that those charges be levied from 1 April 2026.
 - b) Agree the increases to parking charges proposed in Appendix II (c) subject to the outcome of statutory consultation and that those charges be levied from 1 August 2026.
 - c) Delegates authority to the Head of Highways and Parking to:
 - progress the statutory notification and statutory consultation required to be undertaken in respect of the approval of the increased charges in Appendix II (a), (b) and (c).
 - make all necessary traffic management orders (“TMOs”), having considered any objections received in response to the statutory consultation, to implement the proposed changes, subject to key decisions being considered by Cabinet; and

- where the Head of Highways and Parking considers appropriate, to decide to either (i) not proceed with or (ii) modify one or more of the proposed TMOs to address any matters arising from the statutory consultation or (iii) to refer the matter(s) to Cabinet for determination.

4. Reasons for decisions

- 4.1 The Council reviews fees and charges as a minimum annually. It is important that the Council achieves full cost recovery for all parking charges and that those charges remain in line with those being levied in other London Boroughs.

5 Alternative options considered.

- 5.1 This report summarises conclusions following a review of parking charges. Proposals in the attached appendices - Traffic Management II (a) (b) (c) are those resulting from the consideration of a range of alternative options including no increase.

6. Background Information

- 6.1 The background information regarding the proposed parking charge increases in recommendation 3 of this report is the same information as that set out in paragraphs 8.2 to 8.11 of the main report setting out the F&Cs to be levied from the start of the financial year 2026/27 approved by Cabinet on 9 December 2025.

7. Service Specific information

- 7.1 The attached appendices set out the parking fees and charges, omitted from the main report.
- 7.2 Appendix II -Traffic Management (a) & (b) relates to parking permit charges and surcharges. An inflationary increase of 3.8% is proposed and the information provided shows 2025/26 rates and the proposed 2026/27 rates with this uplift applied.
- 7.3 Appendix II - Traffic Management (c) relates to car parks. Car park arrangements across the borough were reviewed. This review sought to deliver consistency in service offer, while taking account of the unique characteristics of those car parks. This includes event day charges for car parks in the Tottenham area, to address pressures arising from events at the Tottenham Hotspur Stadium. The review also took into consideration the ongoing costs associated with operating those car parks, the cost of sustainable travel alternatives, and charges levied by other boroughs especially those with major Event Stadiums. A diesel surcharge currently applies to diesel fuelled vehicles using those car parks. It is proposed that this is increased from 25% to 30 % to ensure that it remains consistent with the surcharge that applies to on-street parking.
- 7.4 The Council's authority to operate and set parking-related charges is defined by the Road Traffic Regulation Act (RTRA), 1984 (RTRA). It is important to note that

on-street parking charges cannot be set purely and intentionally levied to raise revenue, and charges must be proportionate and have regard to the costs of administration and enforcement.

7.5 Section 122 of the RTRA places a duty upon the Council to “secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway”. The council meets that duty through a range of measures, including setting parking charges at a level that restrains parking demand, enabling a more efficient road network, with associated environmental benefits.

7.6 The Council is mindful of the current cost of living pressures and offers a comprehensive support package to mitigate the increase proposed to charges for our most vulnerable residents. This includes:

- Blue Badge holders may park in resident permit, shared use and paybyphone parking bays (as well as disabled bays) free of charge for an unlimited period.
- A free virtual disabled residential parking permit available to Blue Badge holders.
- A free ‘Care at Home’ parking permit for those being cared for in their own homes.
- Discounted visitor permits for residents who are registered disabled or aged 65 years or older.

8 Contribution to the Corporate Delivery Plan 2024-2026 high-level strategic outcomes

8.1 Parking makes a considerable contribution to the delivery of many of the Council’s priorities. Parking charging policy supports the delivery of the “Responding to the Climate Emergency” theme of the Corporate Delivery Plan, under High Level Outcome 2 - “A Just Transition.” This outcome relates to ensuring the transition to a low carbon economy is just, equitable and benefits everyone by improving air quality, road casualty reduction, improved disabled parking facilities.

8.2 It also contributes to other high-level outcomes contained within the “Responding to the Climate Emergency” theme:

- High Level Outcome 1 “A Greener and Climate Resilient Haringey”
- High Level Outcome 3 “A Low Carbon Place”

9. Carbon and Climate Change

9.1 Parking controls and associated charging policies contribute positively to carbon emission reduction and mitigate climate change in the following ways:

9.2 Reduced vehicle emissions - managed parking reduces congestion, leading to a decrease in harmful emissions and a decrease in carbon footprint.

9.3 Modal change: parking policy encourage modal change and the use of more sustainable modes of transport. Parking arrangements reduces accidents and

improves road safety. This can encourage walking and cycling, can lead to a shift in commuting habits with lasting environmental benefits.

Statutory Officers' comments

10.1 Finance

- 10.1 The report seeks approval from the Cabinet, the proposed parking charge increases to the Appendix II-Traffic Management report. This report was omitted from the Council's Fees and Charges (F&Cs) Cabinet report, approved by Cabinet on the 9th of December 2025.
- 10.2 Appendix II-Traffic Management report includes fees and charges relating to car park arrangements across the borough, and parking permit charges. A 3.8% inflationary increase has been proposed for the new charges to cover the costs of administration and enforcement.
- 10.3 The Council's approved Fees and Charges will be effective from 1st April 2026 for the financial year 2026/27, and the proposed increases will be subject to the legal processes required to increase parking charges.

10.4 Strategic Procurement

- 10.5 Strategic Procurement notes the contents of this report.

10.6 Legal

- 10.7 The Council has legal authority under the Road Traffic Regulation Act 1984 (as amended) ("the 1984 Act") to introduce and review charges for parking on and off highways in its area. In doing so, the Council can only introduce or vary parking charges for the purpose of relieving or preventing congestion of traffic.
- 10.8 Guidance issued by the Department of Transport on parking policy and enforcement (March 2015) recommends that authorities should set charges at levels which are consistent with the aims of the authority's transport strategy, including its road safety and traffic management strategies.
- 10.9 Appendix II -Traffic Management (a) & (b) relates to parking permit charges and surcharges. By virtue of section 46A of the 1984 Act, there is no statutory requirement for the Council to consult on the proposals to vary its parking charges. The Council must publish notice of variation in at least one local newspaper at least 21 days before the change comes into force.
- 10.10 Appendix II - Traffic Management (c) relates to car parks. The Council's consultation procedures in accordance with 1984 Act and the Regulations are as follows - 'a notice of proposal' to make the required traffic management orders will be advertised in the local press, and, if considered appropriate, in the London Gazette. The Council will then observe a 21-day statutory consultation period. If any objections are received during this period the council will consider them via a report to the Cabinet Member for Environment before proceeding. When any

objections have been considered the Council will then advertise a 'notice of making' in the local press, and, if considered appropriate, in the London Gazette. After this point the traffic management order's come into effect and changes can be made as required.

10.11 The decision to approve the increase in charges in appendix II (a), (b) and (c), publish notification/consult on the proposed increases is an executive function and may be exercised by an individual Cabinet Member in accordance with the Council's Constitution.

10.12 Equality

10.13 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.

10.14 The three parts of the duty applies to the following protected characteristics: age, disability, gender reassignment, pregnancy/maternity, race, religion/faith, sex, and sexual orientation. Marriage and civil partnership status applies to the first part of the duty.

10.15 The Equality Impact Assessment (EqIA) attached to the main fees and charges report approved on 9 December 2025, did not find any direct/indirect discrimination for any groups that share the protected characteristics.

10.16 Parking controls are designed to bring benefits to all Haringey's residents. All residents benefit from the reduced traffic congestion and reduced numbers of polluting vehicles, as well as improved health from better air quality, and safer streets due to less congestion. These benefits are seen as mitigating against the effects of increased parking charges which will impact more on low-income groups.

10.17 Changes to car park tariffs seeks to address late night and Sunday parking, and pressures arising from events at the Tottenham Hotspur Stadium. Car park tariffs typically impact non-residents.

10.18 Parking controls and associated charging policies represents a further step towards addressing health inequalities affecting groups who share the protected characteristics. Recommendations in section 3 above support these parking controls and provide updated charging policies.

10.19 Parking and transport policies at London and local levels provide wide concessions for the most vulnerable. This includes the disabled blue badge and

Freedom Pass Schemes. Haringey also offers concessionary charges for disabled residents and those aged over 65 years for visitors parking permits. A free Care at Home permit is available for those in receipt of home care services.

11. Use of Appendices

Appendix II -Traffic Management (a) – permits

Appendix II -Traffic Management (b) – subsequent permit surcharges

Appendix II -Traffic Management (c) – car park charges

12. Background Papers

- The Council Fees and Charges report 2026/2027