



Haringey Council

Overview and Scrutiny Committee

8 December 2010

Report Title: Parking Charges Report - the Call-in of a decision taken by the Cabinet on 16 November 2010 (Cabinet minute CAB. 75)

Report of: Niall Bolger , Director of Urban Environment

Signed :

 FRANK O'LEARY

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Wards(s) affected: All

Report for: Key decision

1. Purpose of the report (That is, the decision required)
To respond to matters raised in the Call-in of the report.

2. Introduction by Cabinet Member (if necessary)

Given the unique range of challenges faced by Local Government it is important to continually review service provision to ensure that service costs and charges are appropriate and will remain so.

The 2010 Parking Service charges' review was consequently undertaken to assess whether Haringey's range of charges are appropriate and whether they are in line with neighbouring and other London Boroughs.

Subsequently the review concluded that a range of adjustments were necessary

The changes proposed as a result of the 2010 review are aimed at ensuring that while Haringey's charges should be adjusted, they should still remain in line with the London average.

3. State link(s) with Council Plan Priorities and actions and /or other Strategies:

3.1 The recommendations in this report supports two of the Councils priorities;

Priority 1 - A Cleaner , Greener Haringey

The CO2 emissions based charging structure for residential permits supports the Councils sustainability agenda and encourages the use of fuel efficient vehicles.

Priority 5 - Delivering high quality, efficient services

The review of parking charges ensures that the costs of delivering those service areas are fully covered. Some of the parking revenue contributes to Highways maintenance and improvements and to concessionary travel.

4. Recommendations

- a) That members note the response to the 6 six issues raised in the Call-in when considering the variation of action proposed.
- b) That members receive and endorse the original report and timescales for implementation of changes to charges.

5. Reason for recommendation(s)

- 5.1 Since 2002 (when permit charges in Haringey were reduced by 50%) permit charges in the Borough have remained below the London average and lower than most neighbouring Boroughs.
- 5.2 Resident permit holders occupy the largest single fixed allocation of parking space across the Borough and there is an important requirement to ensure that the financial contribution that resident permit holders make to the overall running of the parking service strikes an appropriate balance.
- 5.3 The review has concluded that the current range of concessions should remain ensuring that elderly and vulnerable residents still qualify for a 50% reduction in visitor permit charges, with an increased allocation of such permits.
- 5.4 A fundamental review of parking permit charges was undertaken in 2007 which resulted in the introduction of an emission based charging structure and an incrementally higher charge for second and subsequent permits per households. The

average permit charge still remained below the London average and most of our neighbouring boroughs.

- 5.5 In 2009 (following a review in late 2008) the Council introduced a charge band for pay & Display parking linked to occupancy levels. This was to deal with the inconsistencies that applied to pay & display charges across the Borough and allowed charges to increase or decrease within those bands if there was a change in occupancy levels. This did not involve an overall increase in charges, but involved a small increase in the 'stop & shop' parking areas where charges were disproportionately lower than those in other areas across the borough.
- 5.6 There have been no further changes to those charges since the 2007 and 2008 reviews.
- 5.7 The 2010 review of charges was undertaken to assess whether the Council parking charges were in need of revision given that no increase in charges have occurred since the 2007 and 2008 reviews.
- 5.8 The review concluded that charges should be increased to a level which stays in line with increases (on average) which have been and will be introduced by neighbouring Boroughs and other Boroughs across London.
- 5.9 All London Boroughs current use parking revenues as part of their planned expenditure on highways improvements and maintenance something which is likely to continue in the future. Haringey's practice of investing a proportion of parking revenues into the highways improvements and maintenance programme is consistent with this.

Cabinet Decision of 16 November 2010

- 5.10 At the Cabinet meeting on 16 November 2010, it was minuted **CAB.75 PARKING CHARGES REPORT** (Report of the Director of Urban Environment - Agenda Item 11) as follows;

We noted that that the report sought our approval for proposed increases in parking charges and to the introduction of new types of permits.

We noted also that there was a typographical error in the report that needed to be corrected. It was proposed that the charge that related to residential parking permits - charge band 151 CO2 g/km to 185 CO2 g/km would be increased to £100 (as opposed to £95) and the charge for engine band 1550cc to 3000cc would be increased to £100 (as opposed to £95).

Attention having been drawn to the Essential User permit which did not appear to be covered by the current proposals, we were advised that the charge for this type of permit was to be reviewed together with car park charges and would be the subject of a further report.

RESOLVED:

1. That subject to the foregoing correction approval be granted to the increase in charges as proposed in Appendix 1 and to the introduction of new permits as proposed in paragraph 6.8 of the interleaved report.
2. That officers be authorised to proceed to statutory consultation on the implementation of the proposed changes including the making of consolidation orders and the correction of errors where this was considered appropriate.
3. That officers be authorised to proceed with the implementation of those changes in the current financial year without further approval provided no major objections were received.
4. That parking charges be reviewed annually to ensure that they remained at the London average.

6. Summary (matters raised in the Call-in)

6.1 Responses to the reasons for Call-in are detailed below. The numbering follows the six bullet points in the Call-in request document.

- 1) **The Council has failed to carry out a full impact assessment to ascertain the effects of the increases in parking charges on local independent shops and businesses.**

6.2 An appropriate level of impact assessments were carried out.

6.3 The assessment indicated that there has been no reduction in the use of pay & display parking facilities in our town centres during the current economic downturn. It also noted that the Council has continued to increase the level of pay & display parking provided to assist local economic recovery and growth and that those facilities are very well used, with demand increasing in many areas.

The assessment concluded that the demand for parking would similarly continue.

- 2) **The Council has failed to consult with local businesses and traders on the proposals**

6.4 The Council has regular and ongoing consultation (above statutory requirements) with local businesses and traders. Such consultations have led to the review of parking arrangements in a number of town centres, the most recent being Crouch End and Muswell Hill.

6.5 If proposals in the original report to Cabinet are agreed, the Council will immediately

proceed to place street notices on every road in the CPZ (approximately 650 roads) which will advise that the Council intends to vary the charges and informally call for comments. This will allow residents and businesses seeing the notice to submit comments to the Council and these will be duly considered. If the Council does decide on the basis of these comments that they wish to continue, the Council will immediately proceed to the statutory notification process which involves giving 21 days notice of the variation to charges by publishing details in the local papers.

6.6 The Council could have chosen to carry out more consultation than is required by statute. However as it is estimated that more than 80,000 residents now live in a part of the borough covered by a CPZ , so the Parking Service has weighed up the public interest in consulting against committing a large amount of expenditure on an onerous consultation exercise. Officers concluded that in this case notices calling for informal comments offer the optimum and more appropriate balance.

6.7 Where charges relate to a new type of permit (car club, carers and new residents permits) charges must be imposed by order, which involves a different process.

Prior to an order being made the Council is required to publish a notice of proposals in a local newspaper and to take such other steps as it considers appropriate to ensure that adequate publicity about the order is given to persons likely to be affected. This may include publication in the London Gazette, display of notices in roads or other places affected by the order or delivery of notices or letters to premises likely to be affected by the order. This process provides for statutory objections to be made by a person who objects to the order and unless they are later withdrawn these objections must be considered by the Council before they make the order.

3) **The proposals are contrary to the Council's priority to achieve a "thriving Haringey 'by tackling "decline, attract growth and create a more vibrant local economy".**

6.8 The Parking Service is confident that proposals to adjust charges are not contrary to the Council's priority to achieve a "thriving Haringey 'by tackling "decline, attract growth and create a more vibrant local economy".

6.9 Care has been taken throughout the 2010 review to strike a balance between staying in line with what other boroughs will be charging and what the Council feels the local economy can bear. This is why it is recommended that Haringey positions itself at the London average as opposed to the London high.

4) **Proposals to increase charges of pay & display parking will reduce the number of shoppers using parking in Haringey's Town Centres, cause local businesses and shops to lose business and take money out of the local economy.**

6.10 As indicated in point 6.2, following the review the Parking Service is confident that that the ongoing demand for parking will continue.

5) Proposals to increase the banding of pay & display parking bays charges in Muswell Hill, Crouch End and Green lanes from medium to high use will result in a 114% increase in the charge and make shopping in those areas less attractive.

6.11 Council policy is to charge according to usage and it is appropriate to increase charges in those geographical areas to the high band. The Service is confident that this will not impact on usage, however should a significant change occur it will be managed through that banding system and charges adjusted again if necessary.

6) The Council has given little detail on what the revenue raised by the increase in parking charges will be spend on.

6.12 The Council is transparent about usage of parking revenues and publishes details annually in the Parking and Enforcement report. The 2010 review has not proposed any changes to how parking revenues be used. This means that a proportion of parking revenue generated will continue to be used to pay for highways maintenance / improvements and / or concessionary travel.

7. Financial Comments

7.1 The proposals within this report are based on traffic management considerations. However, within the Pay and Display category (medium & high demand) the changes would generate an additional £0.9m revenue in a full year. Therefore any changes to the original proposal will have a knock on impact to the projected revenue income stream.

8. Head of Legal Services Comments

8.1 The Head of Legal Services notes the contents of this report and that the legal requirements, including whether or not consultation is required to bring in new parking charges and permits have been addressed in paragraph 6.3 in this report.

9. Use of appendices /Tables and photographs

10 Local Government (Access to Information) Act 1985

The parking charges report to Cabinet on 16 November 2010