

Report Title: **Review of Parking Fees and Parking Charges Policy**

Forward Plan reference number (if applicable):

Report of: **Interim Director of Urban Environment**

Wards(s) affected: **All**

Report for: **Key**

1. Purpose

1.1 This report details a review of parking charges recommending changes to a number of fees and charges applied by the service. The report recommends the introduction of a new permit charging structure based on the CO₂ emissions of vehicles and a differential charging structure for second and subsequent permits. This change to the charging policy reflects the Council's commitment to reduce greenhouse gases that contribute to climate change.

2. Introduction by Executive Member (if necessary)

2.1 Haringey Council has recently signed the Nottingham Declaration, committing itself to take positive steps to reduce the impact of local green house gas emissions on climate change.

This report recommends a change to the Council's parking fees and parking charges policy, so to give an incentive for the use of vehicles with lower carbon dioxide emissions, and also to encourage increased use of public transport, cycling and walking.

These changes are a significant step forward towards making Haringey a cleaner and greener borough for everyone that lives and works here.

3. Recommendations

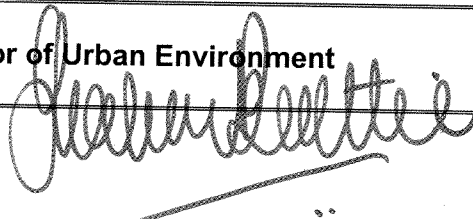
3.1 It is recommended that the Executive:

- (i) authorise officers to commence statutory consultation, under the provisions of the Road Traffic Regulation Act 1984 and the Local Authorities' Traffic Orders (Procedure) (England & Wales) Regulations 1996, on the proposed changes affecting fees and parking charges policy for residents' and visitors' permits, disabled drivers badges, car parks and pay & display bays as summarised in the table attached as 'appendix D';
- (ii) note that a report on the responses to consultation together with information on any other relevant factors that members should consider will be presented to a future meeting of the Executive for decision; and

- (iii) agree that the Essential Permits Scheme be revised with the implementation of a new scheme, if approved by the Executive Member for Environment & Conservation, commencing in June 2007.

Report Authorised by: **Graham Beattie, Interim Director of Urban Environment**

Contact Officer: **Ann Cunningham, Head of Parking**



4. Director of Finance Comments

- 4.1 As part of the budget setting process for 2006/7 to 2008/9, the Council agreed parking policy and investment proposals to deliver savings targets over the three year budget period totalling £1.44m. Critical policy and investment decisions agreed in principle by Members are included in the parking service business plan. These included a commitment to review parking fees and charges including permit charges in 2006/7, with an anticipated start date of 1 December 2006.
- 4.2 Members will be aware from the monthly performance and finance monitoring reports to Executive that delays to the implementation of CPZs and review of parking fees and charges will result in non-achievement of part year savings programmed for 2006/07 of approximately £0.5m. About half of this total is in relation to parking fees and charges which were originally scheduled to come in from 1 December 2006. One-off proposals to contain this shortfall in 2006/07 have been formulated and agreed.
- 4.3 This report is seeking confirmation from Members to proceed to statutory consultation on the proposed parking fees and charges, as detailed in appendix A, so that they can be implemented as soon as possible with a revised target date of 1 April 2007. The estimated full year additional income from these proposals is £575k per annum. Review of fees and charges is a very important element of the overall proposals to achieve the objectives of the parking service business plan and the agreed savings targets for future years. Failure to implement any of the policy and investment decisions previously agreed in principle will have substantial implications for the Council's medium term budget strategy.

5. Head of Legal Services Comments

- 5.1 Legal implications are set out in the body of the report at paragraph 9. These summarise the statutory procedures which apply.

6. Local Government (Access to Information) Act 1985

- 6.1 Mayor for London's Transport Strategy
6.2 Council's Local Implementation Plan and Parking and Enforcement Plan
6.3 Mayor for London's Air Quality Strategy

7. Strategic Implications

- 7.1 Climate change is a global issue, which if not acted upon will have serious implications at a local level. Some of the effects of climate change are already noticeable such as warmer summers and winters with an associated reduction in rainfall resulting in water shortages in some parts of the country. Future concerns could see an increase in sea levels, damage to crops, a detrimental impact on wildlife, more intense floods, droughts & storms and harmful health effects such as an increase in cases of skin cancer.
- 7.2 In order to tackle climate change locally the Council has recently signed the Nottingham declaration where it has made a commitment to reduce greenhouse gases. As part of the measures associated with this obligation this report recommends the introduction of new parking charges policy, which will: -
- encourage the use of vehicles with lower CO₂ emissions;
 - increase the use of alternatives modes of transport, such as, walking and cycling; and
 - promote the use of public transport.
- 7.3 Further the Council will develop its own 'green' staff travel plan, which will consider introducing incentives to use public transport or an allowance for cycling. The plan will also review staff parking arrangements in Council facilities and will incorporate changes made to the Essential Permit Scheme, following its imminent review, as suggested within this report.
- 7.4 Recommendations in this report support the Council policy on charging for allocating kerb space. On-street policies aim to prioritise spaces for residents, visitors' and business needs, encouraging a turnover of parking space. Proposals also support the Mayor of London's Air Quality Strategy and are consistent with the Mayor of London's transport strategy and the Council's Local Implementation Plan [LiP] and Parking and Enforcement Plan [PEP].
- 7.5 The number and type of permits issued by the Council can have a significant impact on parking demand across the borough. Parking permit policies can also influence car ownership patterns. Consequently, parking permits are a vital parking management tool.
- 7.6 The review recommends that the Council proceeds to statutory consultation on an emissions based charging structure for parking permits and a differential charging structure for second and subsequent permit per household to encourage the use of vehicles with lower CO₂ emissions.
- 7.7 The Council at present applies no charges for motorcycle parking within the borough. While there are no recommendations for change at this particular point, the environmental impact of larger motorcycles parking free of charge will be assessed in developing a policy on motorcycle parking, which will be presented to the Executive at some time in the future.
- 7.8 When considering disabled drivers' permits this report proposes charging a new administrative fee for Disabled Companion and Blue Badges. However, a key priority for the parking service is to continue to ensure access for disabled drivers and reducing abuse of disabled drivers' permits. To tackle these issues the parking service is undertaking a number of initiatives, including: -
- looking at the infrastructure on street, in particular identifying and removing 'redundant' disabled bays which are no longer required by the original applicant; and
 - the introduction of an independent doctor's assessment panel for blue badge applications.
- 7.9 There are no proposals to change business or traders' permits as part of this review, as take up is relatively low and this scheme will be looked at in more detail in the coming year.

- 7.10 This review recommends changes to pay & display and car parks which will include a 'catch up' factor for inflation as there has been no increase in these charges since they were last reviewed in 2003.

8. Financial Implications

- 8.1 The estimated additional annual income generated as a result of these proposals which are subject to statutory consultation is £575,000. A break down of the component parts and its associated income is shown in Table 1 below: -

Table 1 - Review of Parking Charges - Additional Income

Charge	£'000s
Permit Charges	500
Pay and Display	60
Car Parks	15
Total	575

- 8.2 The number of permits issued per year is in the region of 13,500 of which an estimated 15% has been attributed to a second or subsequent permit. It is estimated that 760,000 x one hour permits will be issued of which 25% will be at the 50% discounted rate.
- 8.3 A number of proposals in this report were previously considered by the Council's Executive Advisory Board in January 2006.

9 Legal Implications

- 9.1 The Council introduces and maintains charges for on and off-street parking under the provisions of the Road Traffic Regulation Act 1984 as amended and the Road Traffic Act 1991.
- 9.2 In most cases Traffic Management Orders will be required in order to implement the decisions recommended.
- 9.3 The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 lays down the procedure to be followed before making an order. This imposes a legal obligation on the Council to conduct a Statutory Consultation to inform the public and other Statutory Consultees (such as the police) of its intentions.
- 9.4 A Notice containing particulars of the order will be published in the local press and the London Gazette. Notices will also be displayed in roads or other places affected by the Order. All documents will be available for public inspection.
- 9.5 The notice will have a 21-day consultation period providing for any interested party the opportunity to make representation regarding the proposals.
- 9.6 A report on the responses to consultation will be brought to a future meeting of the Executive for final decision.

10 Equalities Implications

- 10.1 Equalities issues have been taken into account in this report. The provision of concessionary visitor's permits ensures social inclusion, ensuring that vulnerable residents can be supported in their homes. The extension of hours of operation of the companion badge supports the needs of vulnerable disabled drivers.

11. Consultation

- 11.1 No informal consultation will take place, however if Members agree to the recommendations contained within this report the process will move directly on to statutory consultation, as required by law, before considering any increase in charges for residents' permits, visitors' permits, car parks, pay & display and disabled drivers' badges.

12 Background

- 12.1 This report considers a range of parking charges and charging structures, recommending changes in the following areas; residential and visitors permits, essential service permits, disabled badges, disabled companion badge, pay & display and car park charges. It also proposes that following this review, parking fees and charges should be reviewed annually and increased where appropriate in line with inflation.

- 12.2 In some cases it has been over six years since particular parking charges have been reviewed. A breakdown of the year in which these reviews were undertaken is shown below: -

- Essential Permit Scheme – 1999
- Residential Permits - 2002
- On and Off street charges and skip licences – 2003
- Business Permits - 2005

Contained within 'Appendix A' is a list of all existing charges applied by the service and the proposed changes contained within this report. The majority of the changes will be subject to statutory consultation and a further report to the Executive for decision.

- 12.3 When reviewing and setting parking fees and charges, consideration needs to be given to the following;

- Environmental impact in reducing greenhouse gases.
- Whether there are any statutory or legal requirements that may effect the setting of fees.
- Any service / corporate plan objectives directly related to fees.
- Market conditions (i.e. comparator and competitor charges).
- Impact of charges on relevant stakeholders.

- 12.4 Details of each of the proposed changes to the parking charges follows.

13.0 Residential Parking Permits

- 13.1 Residential permit charges were last changed in 2002 and the current charge is £25.

- 13.2 It is proposed that the Council review the residential permit structure to take into account the emissions-based best practice model currently used by the DVLA, and introduce a sliding scale for the cost of parking permits encouraging the use of vehicles in lower CO₂ emission bands. A number of London boroughs have already adopted this charging structure to

achieve their own environmental aims and this is increasingly being considered as best practice.

- 13.3 Levels of car ownership within the borough often means that residents who have purchased parking permits find it difficult to find a space in their respective zone, and in particular near their home. To help address this it is recommended that an incremental charge be introduced for second and subsequent permits for each household. This approach is already well established in a number of London boroughs.
- 13.4 The DVLA banding is shown in 'Appendix B'. The proposed permit charging structure is based on the DVLA model with the number of charge bands reduced for administration purposes. The charging structure is as follows for vehicles registered on or after 23 March 2001; this also proposes an increase for second and subsequent permits per household:

Band	First permit [Annual]	Second and subsequent permit per household
1 (up to 100 CO ₂ g/km)	£15	£15
2 (101-150 CO ₂ g/km)	£30	£60
3 (151- 165 CO ₂ g/km)	£60	£100
4 (166 CO ₂ g/km and over)	£90	£150

* Vehicle registration documents verify CO₂ emissions a vehicle produces for vehicles produced on or after 23 March 2001.

For vehicles registered before 23 March 2001, where CO₂ emissions are not documented, a charging structure based on the vehicles engine size is proposed:

Engine size	First permit [annual]	Second and subsequent permit per household
1549cc or less	£30	£60
1550cc to 3000cc inclusive	£60	£100
3001cc and above	£90	£150

- 13.5 This charging structure will bring the Council more in line with other boroughs and involves a small increase on the current charge for those smaller or alternative fuel vehicles, with lower CO₂ emissions.
- 13.6 The Council should also introduce an administrative charge of £10 for issuing replacement permits in situations of lost or stolen permits or vehicle changes.
- 13.7 For comparison a table detailing residential permit charges in other boroughs is attached as Appendix C to this report.

14.0 Visitors Permits

- 14.1 Residents are currently allowed 240 x two hours permits per annum. To manage parking demand on street, these permits are issued on a quarterly basis. The current charge is 15p per hour [sold as two hour permits at 30p each], with the concessionary charge at 15p per two hour permit.

- 14.2 Those charges are exceptionally low when considering demand for parking space within the borough. It is proposed that visitors permit charges be increased to 30p per hour. At present visitors permits are sold in two hour scratch cards only, and it proposed that the Council introduce a one hour scratch card. Concessionary rates would remain at a 50% discount, but that the concessionary entitlement, which is currently double the normal entitlement, will be reduced to the normal allocation of permits.

15.0 Essential Service Permits (ESP's)

- 15.1 The Essential Service Permit scheme [ESP] was introduced when the first controlled parking zones were implemented within the borough. This scheme was established to facilitate the parking needs of those delivering essential services within the community.
- 15.2 There are approximately 2,400 ESP's in issue at present, of those 1,800 are issued to Council staff. The majority of the remaining 600 ESP's are issued to the local Primary Health Care Trust, however there are a number of discretionary ESP's issued to schools and some businesses. Demand for those permits has grown in recent years, with additional services / organisations being issued with permits, resulting in the scheme expanding without full consideration given to the likely impact. Further difficulties have arisen since a number of Council services have relocated to the Wood Green area, where there was already considerable demand for parking spaces.
- 15.3 The current scheme is not sustainable either in terms of parking demand or in terms of Council's commitment to reduce greenhouse gases as set out in the Nottingham Declaration. Haringey is well served by public transport and the Council will be promoting alternative modes of travel other than the car in the development of its Staff Travel Plan. The numbers of ESP's must reduce and in particular discretionary arrangements should cease.
- 15.4 It is proposed that the existing scheme will be withdrawn and replaced with a revised scheme more in line with the Council's environmental climate change policies. The revised scheme will be presented to the Executive Member for the Environment & Conservation for approval. If approved it is intended that the new scheme will be introduced from June 2007.

16.0 Disabled Drivers Badges

- 16.1 The current blue badge for disabled drivers is transferable between vehicles and therefore is at a high risk of being stolen. In order to reduce this risk the Council introduced the new Disabled Companion Badge, which may be used in place of the Blue badge, conveying the same concessions within Haringey between 6.30pm and 8am. These hours were originally recommended and agreed as most vehicle break-ins occur during this period. The Companion Badge is not transferable, but is specific to one vehicle with the appropriate registration number recorded on the badge.
- 16.2 While on the whole this has been seen as a positive move, a number of disabled drivers have voiced concerns and difficulties with replacing the blue badge in their vehicles by 8am, due to illness associated with their disability.
- 16.3 It is recommended that the hours of operation are extended to 24 hours; ensuring inclusion, which will also bring the scheme in line with some neighbouring boroughs for example Islington and Camden.

16.4 The service introduced this scheme at nil cost within existing budgets. This has placed immense pressure on the team and in order to maintain service standards, it is proposed that a charge of £20 should be introduced to cover costs of administration.

16.5 At present the Council does not charge for the issue of the Disabled Blue Badge, however it is recommended that £2.00 administrative charge is introduced (maximum allowable) for new issues and replacements.

17.0 Pay & Display parking

17.1 Pay & display charges vary across the borough and it is proposed that an inflationary increase of 10p per hour be introduced across the borough. It is also proposed that motorists should be able to pay in increments of 5 minutes across the borough, rather than the current policy where in some cases a minimum 30 minute charge is applicable.

17.2 Electric cars should be allowed to park free of charge in all on and off-street parking bays.

18 Car parks

18.1 The proposed charging structure for car parks brings us in line with other car parks in the borough and in particular aims to improve usage of the multi storey [Bury Road] car park in Wood Green. This car park competes with other well established shopping centre car parks and is underused due its location, leasing arrangements and general condition.

18.2 The Council is required by lease arrangement to keep 400 short stay parking spaces for leaseholders' customers and this review proposes to offer the remaining 100 spaces to all day parking. Differential charges have also been applied to car parks based on their current usage and relevant town centre needs.

Car Park	Current charges	Proposed charges
Bury Road	0-1 hr 80p 1-2hrs £1.60 2-3 hrs £2.40 3-4 hrs £3.20 Over 4 hours £6.00 Sunday – 50p all day Season Ticket £120	100 spaces @ an all day fee of £2.00 400 spaces @ 0-3hr £2.00 3-4hr £3.00 Over 4hr £6.00 Sunday - £1.00 Season Ticket £200.00
Somerset Road <i>Operational 7.30am to 8.30am and 5.30pm to 6.30pm</i>	50p per hour	£1.00 per hour

Westerfield road Summerland Gdns Crouch Hall	0-1hr	80p	0-1hr	£1.00
	1-2hrs	£1.60	1-3hrs	£2.00
	2-3 hrs	£2.40	3-4 hrs	£3.20
	3-4 hrs	£3.20	Over 4 hours	£6.00
	Over 4 hours	£6.00		
	Season ticket	£120.00	Season Ticket	£200.00
Stoneleigh Rd Brunswick Rd	0-1hr	80p	0-1hr	80p
	1-2hrs	£1.60	1-3hrs	£2.00
	2-3 hrs	£2.40	3-4 hrs	£3.20
	3-4 hrs	£3.20	Over 4 hours	£6.00
	Over 4 hours	£6.00		
	Season ticket	£120.00	Season Ticket	£120.00

19. Implementation of proposals

- 19.1 The introduction of the new charges if agreed will require revisions to Legal orders and a statutory consultation period of 21 days. A report on the responses to consultation and other relevant factors will be presented to the Executive for its meeting in March 2007 with changes, if agreed, being implemented from April 2007.

20. Use of Appendices / Tables / Photographs

- 20.1 Appendix A – Parking fees and charges
Appendix B – CO₂ emissions table
Appendix C – Charges in other boroughs
Appendix D – summary of proposed changes