

Report Title: <b>Review of Parking Fees and Parking Charges Policy – results of Statutory Consultation</b>	
Forward Plan reference number (if applicable):	
Report of: <b>Director of Urban Environment</b>	
Wards(s) affected: <b>All</b>	Report for: <b>Key</b>
<p><b>1. Purpose</b></p> <p>1.1 The purpose of this report is to inform members of the results of Statutory Consultation undertaken on the review of a range of parking fees and charging policy namely pay &amp; display, car park, disabled drivers badges, companion badges, residents and visitors' permits. This includes the introduction of a new permit charging structure based on the CO<sub>2</sub> emissions of vehicles and a differential charging structure for second and subsequent permits.</p> <p>1.2 The report sets out officer's responses to the objections made for members to consider before making a decision.</p>	
<p><b>2. Introduction by Executive Member (if necessary)</b></p> <p>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.</p> <p>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.</p> <p>These changes are a significant step forward towards making Haringey a cleaner and greener borough for everyone that lives and works here."</p>	
<p><b>3. Recommendations</b></p> <p>3.1 That the Council's Executive, after duly considering the objections as referred to in this report, decide whether or not to proceed with implementation of the proposed charges , including the new permit charging structure based on the CO<sub>2</sub> emissions of vehicles and a differential charging structure for second and subsequent permits.</p> <p>3.2 If it is agreed to proceed with the implementation of the new emissions based permit charge, that the Executive further agree to conduct a review of the policy commencing in May 2008.</p> <p>3.3 If it agreed not to proceed with the implementation of the new emissions based permit</p>	

charge, that the Executive agree to conduct further consultation on the proposed policy commencing in May 2008.

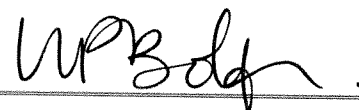
3.4 In view of the consultation response to the increase in visitors permits, that the Executive agree to either:

3.5 a) continue with the proposed increase from 30p to 60p for a two hour permit with a 50% reduction in the concessionary entitlement .

3.6 b) continue with the current rates for visitor permits with the same concessionary entitlement.

3.7 c) increase the charge from 30p to 40p for a two hour permit retaining the proposed option to purchase a one hour permit and continue with the current level of concessionary entitlement.

Report Authorised by: Niall Bolger , Director of Urban Environment



Contact Officer: Ann Cunningham, Head of Parking

#### **4. Director of Finance Comments**

4.1 It is noted that the aim of the proposed new parking permit charging structure based on the CO<sub>2</sub> emissions of vehicles is to encourage the use of smaller, more fuel efficient vehicles. However, it is important to note that this may change the profile of permits issued resulting in loss of income and/or increased expenditure which will have to be maintained within the parking budget.

4.2 Based on current assumptions included in the report, the proposed fee structure will also contribute towards achieving the Council's external incomes policy, in that the estimated income generated by the proposed permit fees will more or less recover the costs, including overheads, associated with administering, issuing and enforcing parking permits.

#### **5. Acting Head of Legal Services Comments**

5.1 The Council's powers for the decisions to be made arising from this report are contained in the Road Traffic Regulation Act 1984. This is not a statute with general fund raising powers - in setting charges, the street parking account has to be looked at in isolation having regard to the functions being exercised.

5.1 Section 122 of the Act requires the Council to exercise its powers so as 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 powers are to be exercised so far as practicable having regard to the following matters:

- (a) the desirability of securing and maintaining reasonable access to premises;
- (b) the effect on amenities of any locality affected including the regulation and restriction of heavy commercial traffic so as to preserve or improve amenity;
- (c) the national air quality strategy;
- (d) facilitating the passage of public service vehicles and securing the safety and convenience of their passengers; and

(e) any other matters appearing to the Council to be relevant

## **6 Local Government (Access to Information) Act 1985**

### **6.1 Responses to Statutory Consultation**

### **6.2 National Air Quality Strategy 2000 and Addendum 2003**

DEFRA Review Consultation 2006

'Air Quality & Climate Change: A UK perspective'

Mayor of London's Air Quality Strategy

Mayor Of London's Transport Strategy

The Draft local Implementation Plan

Parking and Enforcement Plan

## **7 Strategic Implications**

- 7.1 The proposals considered in this report support the Mayor of London's Air Quality Strategy and are consistent with the Mayor of London's transport strategy and the Council's Draft Local Implementation Plan [LiP] and Parking and Enforcement Plan [PEP]. The current National Air Quality Strategy is being reviewed following a recent consultation in 2006 by DEFRA, which sought views on incentives for cleaner vehicles and a new National Air Quality Strategy is expected to be published during the summer of 2007. The Third Report by Air Quality Expert Group "Air Quality and Climate Change : A UK Perspective" published in April 2007 for DEFRA investigates the policy linkages, including an outline of points which are uncertain and are the subject of debate in the international scientific community. At a local level, each local authority has an annual action plan to monitor the effects of measures taken to improve air quality.
- 7.2 Policy 19 and 20 detailed in Section 9 [parking permits and charges] of The Parking and Enforcement Plan (the 'PEP') , which forms part of the draft LiP specifically makes reference to a review of residential parking permit charges and proposes to give a discount on the standard resident's parking permit for electric vehicles and for LNG, LPG and hybrid cars and for smaller conventionally fuelled vehicles. Conversely, it is proposed that a premium be charged for larger conventionally fuelled vehicles.
- 7.3 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.
- 7.4 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 CO<sub>2</sub> emissions;
  - increase the use of alternatives modes of transport, such as, walking and cycling; and
  - promote the use of public transport.

7.5 While the Council's commitment to reduce greenhouse gases is a voluntary commitment, it appears to be closely related to air quality and relevant to the exercise of parking permit powers.

## 8 Financial Implications

8.1 The estimated additional full year income generated as a result of these proposals is expected to be £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

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

8.2 Financial estimates in relation to proposed charges are based on the assumption that the number of residential permits issued annually will remain relatively constant with each CPZ and that that the sample used to estimate the number of vehicles within the bandings is likely to be a reliable representation of all vehicles issued with residential parking permits.

8.3 However it should be noted that the aim of this permit charging policy is to encourage smaller, more fuel efficient vehicles and depending on the degree of success achieved, a profile of smaller engine sizes and lower bandings could emerge, which will potentially result in lower permit revenues.

8.4 It should also be noted that the permit charge review in 2002 resulted in permit charges being reduced by 50%. While there has been no further increase in residential and visitor permit charges since, costs associated with administration, maintenance and enforcement of the residential and visitor permit schemes have increased over the past five years. While the numbers of permits issued have increased, it has not been sufficient to off set the full cost of delivering the service, requiring this area to be subsidised by the on-street parking account.

8.5 Details of 2006/7 income and operational costs are broken down as follows;

Table 2 – Income/Expenditure Analysis

<b>Income</b>	<b>£000</b>
Permit income *	578
Enforcement [PCN's]	892
<b>Total</b>	<b>1470</b>

<b>Expenditure</b>	<b>£000</b>
Staff costs – sale of permits	320
Staff Costs –enforcement	1005
Apportionment of overheads	540
Other running costs	107
<b>Total</b>	<b>2049</b>

Net deficit	502
Expected additional income from proposals	500
<b>Nett Difference</b>	<b>2</b>

- 8.6 The estimated additional income will enable the Council be compliant with the Council's external incomes policy, in that the estimated income generated by the proposed permit fees will more or less recover the costs, including overheads, associated with administering, issuing and enforcing parking permits.

\* This excludes the essential service permit scheme which is administered separately.

## **9 Legal Implications**

- 9.1 As explained in paragraph 7.1 and 7.5, the Council's commitment to reduce greenhouse gases may be a matter to which the Council have regard so far as practicable under Section 122 of the Road Traffic Regulation Act 1984 if it appears relevant.
- 9.2 Statutory Guidance will require Local Authorities to publish an annual report on parking, including a report on the expenditure of any surplus.

## **10. Equalities Implications**

- 10.1 Statutory consultation documents were distributed to all households / businesses affected by proposals.
- 10.2 The statutory document included a section offering a translation into minority languages and affords any interested party the opportunity to make representation regarding proposals.
- 10.3 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.
- 10.4 Proposals are in line with the draft Local Implementation Plan and the Parking & Enforcement Plan. An Equalities Impact Assessment was carried out on the Local Implementation Plan.

## **11 Statutory Consultation**

- 11.1 Statutory Consultation is the legal part of the process required before implementing or changing parking controls, associated charges and policy. In summary, before making an Order to implement any changes, the Council must notify its intentions in the London gazette, local press and on site where changes / measures are proposed.
- 11.2 This section of the report is divided into three sections, consisting of:
- a) Analysis of the representations received from statutory consultation.
  - b) Highlighting a summary of the key objections received together with the Council's considered response. Each objection with the appropriate response is considered in turn.
  - c) Highlighting responses from Statutory Bodies, objections received from local resident associations with the Council's considered response and noting the petitions that have been forwarded as part of the consultation.

- 11.3 Before making the relevant Traffic management Orders the Council must consider all duly made objections submitted in response to the consultation.

## 12. Analysis

- 12.1 Whilst the consultation was open to all 235,000 residents within the borough, the Council did seek the views of those directly affected by the proposals by distributing leaflets explaining the proposed changes to 65,000 households. In response the Council received 540 representations. The source of the responses are as follows:

- 433 responses from residents
- 69 responses from Businesses
- 5 public/ VCS/Residents Associations
- 33 Lobby / campaign

- 12.2 A detailed analysis of the results of consultation, which includes the level of responses on a ward by ward basis, the principal 5 objections and other comments and views, is set out in Appendix A. In summary 76 (8%) of respondents did not object or were in principle supporting the proposals. A number of the respondents opposed the proposals on a number of grounds; therefore the total number of objection received was 808 (89%). The remaining 23 (3%) of respondents had non specific queries or simply made observations on the proposals. All the consultation documents and responses are available for inspection at in the Members Room and will be tabled at the Executive meeting on 24 April 2007 for referral.

## 13. Principle objections received with Council response

- 13.1 A summary of the content of the representations received can be found in Appendix A. There were 5 key areas of objection and these are summarised in the following paragraphs.

### 13.2 Objection 1: Excessive Charges/penalise residents – 33% of objection count

- **This initiative will only affect residents in CPZ areas. It should be a national or borough-wide charge**

#### **Council Response:**

- The proposed model will only affect vehicle owners in CPZ areas as it is in these zones that we have the mechanisms in place to influence vehicle ownership. This is in effect a charge levied for a service provided by the Council i.e. the residential parking scheme and only those benefiting from the service will be required to pay.
- There are a number of other initiatives also underway within the Council to tackle climate change, and we will continue to explore other ways of ensuring we meet our commitment in reducing CO<sub>2</sub> emissions under the Nottingham Declaration.

- **That the charges are disproportionate and proposals are linked to raising money rather than improving the environment.**

#### **Council Response:**

- Existing permit charges in Haringey are extremely low and have not been increased since 2002. The charge is intended to cover the costs of operating and enforcing the scheme and the proposed banding represents an increase of £5 for an estimated 41% of existing permit holders.

- While the proposed banding structure will translate into an increase for some of the vehicles within the borough, the charges are still one of the lowest amongst other local authorities in London.
- Measures that discourage people from acquiring and using vehicles with higher CO<sub>2</sub> emissions will have a beneficial effect on air quality. The message that larger vehicles contribute more towards climate change will become increasingly important as greater awareness of this issue manifests itself.

### **13.3 Objection 2: Visitors Permits – Disproportionate impact – 22% of objection count**

- **A 100% increase in charges for visitors' permits is excessive.**

#### **Council Response:**

- Permit holders' annual visitors permit allocation will remain the same. The one hour visitor permits have been introduced in response to resident feedback that they regularly have to 'waste' a lot of their visitor permit allocation time using two hour permits for visits of one hour or less. Two hour visitor permits will continue to be available for those wishing to purchase them.
- The new charge of 30p per hour will apply to hourly and two hourly permits. This increase is considered to be reasonable, particularly as the Council has not raised visitor permit prices since 2002. In comparison with other London local authorities, this is still a reasonable cost to park.

- **Reduction of visitors parking allocation for concessionary permit holders**

#### **Council Response:**

- The concessionary entitlement of visitors parking permits will be reduced to the normal allocation of permits. However, the 50% discount for concessionary permit holders will still apply.
- The Council will be happy to look at individual cases where there is genuine need for additional permits and will remain sufficiently flexible to meet those individual needs.

### **13.4 Objection 3: Bands incompatible with DVLA/not cost neutral/penalise average cars – 13% of objection count**

- **Why is the banding system not structured so that it is revenue neutral?**

#### **Council Response:**

- Existing permit charges in Haringey are extremely low and have not been increased in since 2002. The charge is intended to cover the costs of operating and enforcing the scheme and the proposed banding represents an increase of £5 for an estimated 41% of existing permit holders.
- While the proposed banding structure will translate into an increase for many vehicles, the charges are still one of the lowest amongst other local authorities in London. The charges are still particularly low when compared with other Local Authorities also proposing permit charges linked to CO<sub>2</sub> emissions.
- By law, we are restricted to spending any excess funds raised from the scheme on highways and traffic improvement schemes, concessionary fares or off-street parking. This will include maintenance and improvements to the public highway, street lighting, solar powered pay and display meters, more cycle lanes as well as concessionary travel for our citizens that need them.

- **I support proposals in principle but I disagree with banding structure or / I disagree with the banding structure / the banding is structured to catch the majority of family cars.**

**Council Response:**

- While the proposed banding structure will translate into an increase in many situations, those proposed charges are still very low, in particular when compared to other boroughs proposing a charging structure linked to CO<sub>2</sub> emissions, for example, Camden propose four bandings, rising in increments from £70 to £145, Richmond propose 7 bands with charges starting from £45 with a top end charge of £350. Lambeth propose 6 bands ranging from £30 [for band A] to £200. The proposed banding represents an increase of £5 for an estimated 41% of existing permit holders.
- The banding system is based on the Driver and Vehicle Licensing Agency (DVLA) model with the number of bands reduced to simplify matters. The aim in setting those bandings was to achieve desired outcomes in terms of improving air quality by introducing a system that drivers are already relatively familiar with, but decided to simplify the bandings for applicants and to ease associated administration.
- The CO<sub>2</sub> bandings relate to the vehicles registered on or after 23 March 2001, where CO<sub>2</sub> emissions are documented, with bandings for older vehicles based on the vehicle engine size as CO<sub>2</sub> emissions are not documented. In time this will reduce into one structure as older cars are eventually replaced.
- It is the view of officers that those bandings and associated charges are necessary to contribute to combating climate change.

**13.5 Objection 4: Inconsistent with green agenda/gardens paved – 11% of objection count**

- **The price review will not affect those living within a CPZ that have off road parking. This may encourage conversions of front gardens to off road parking**

**Council Response:**

- The Council has recently reviewed policy and technical guidance for vehicle crossovers, applications [ an application to lower kerbs and strengthen pavements so that households can use their property to park their cars] and the Council has more power to refuse applications for crossovers where they are deemed to be detrimental to the local environment, which includes the loss of parking space on CPZ's. This will prevent excessive conversions as a result of the new charges structure.
- **The new charging structure does not take into account electric, converted or classic/ historic**

**Council Response:**

- Under the new proposals, the charges for a permit for an electric vehicle would be £15 per year.
- Conversion of cars to use alternative cleaner fuel, such as LPG fuels, is encouraged under the new parking structure. Following conversion of the vehicle, notification of the changes must be sent to the DVLA, who will amend the fuel information in the log book.



- Haringey Council currently does not have any plans to have a separate band or a separate charge for 'historic/classic' cars.
- **The current scheme does not reward those that don't own a vehicle**

**Council Response:**

- This is a charge levied for by the Council for the provision of a residential parking scheme. There are no plans at present to reward those without a car, but to ensure that our policies and strategies continue to improve the environment and air quality within the borough.
- **Increasing parking charges on the basis of CO2 emissions is unlawful.**

**Council Response:**

- The current National Air Quality Strategy is being reviewed following a recent consultation in 2006 by DEFRA, which sought views on incentives for cleaner vehicles and a new National Air Quality Strategy is expected to be published during the summer of 2007. The Third Report by Air Quality Expert Group "Air Quality and Climate Change : A UK Perspective" published in April 2007 for DEFRA investigates the policy linkages, including an outline of points which are uncertain and are the subject of debate in the international scientific community. At a local level, each local authority has an annual action plan to monitor the effects of measures taken to improve air quality.

**13.6 Objection 5: Not based on mileage/vehicle usage – 10% of objection count.**

- **Charges should be based on car usage, not just engine size**

**Council Response:**

- While it is logical that the real measure of CO<sub>2</sub> emissions is the combination of engine size/ efficiency and the number of miles the vehicle travels, logistically this would be very difficult to administer and there are no schemes of this nature in operation across London at present.
- Classification using emission banding was established by Central Government and has been used at a national level by the DVLA for several years and motorists are generally familiar with it.

**14 Views from statutory bodies, resident associations, other interested bodies and information on petitions received.**

**14.1 Statutory Bodies**

The views of the following bodies were sought:

- Police (local and Metropolitan Police Traffic),
- Fire Brigade (local and national),
- London and local Ambulance Services
- AA and RAC
- London Transport,
- Freight Transport Association
- Road Haulage Association
- London Cycling Group and
- Haringey Accord.

One response was received from the Police, with no comment from the police perspective, but offering a personnel perspective on proposals.

**14.2 Friends of the Earth Tottenham and Wood Green** support proposals and feel that Local Authorities like Haringey have the power to influence car ownership and reduce CO2 emissions. They feel that the proposed scheme will benefit people with smaller, fuel efficient vehicles. They support the incremental charge for second and subsequent cars and feel that it will discourage multiple car households.

They also noted that parking charges encourage some people to pave over their front gardens and seek crossovers.

**Council's response:** The response set out in paragraph 13.5 (objection 4) deals with this issue.

**14.3 The Highgate Society** –is not opposed to charging more for permits for more heavily polluting vehicles, but feel that the Council should make clear whether it is rebalancing existing charges or seeking to raise more money. If the latter, how much income is expected and if charges will be increased further in future years. They raised concerns that the proposed policy would lead to more crossovers and that the Council should review policy in this area.

**Council response:**

The proposed policy and associated charges is expected to increase revenue and the full financial appraisal is detailed in the report to the Council Executive on 23 January 2007. A full response to the matters raised is detailed under responses to objection 1 and 4 in paragraphs 13.2 and 13.5 respectively.

**14.4 N8 - has produced alternative proposals (attached as Appendix E) by looking at a similar scheme offered by the London Borough of Richmond. A summary of their objections are as follows:**

- The scheme is based on a false assumption that CO2 emission, particularly man made CO2 emissions, drive climate change and that cutting CO2 emission from the use of private cars will make any significant difference to global warming.
- There are already national taxes in existence, which aim to punish and reward people's choice of car and the extent of their usage, I fail to see the logic of duplicating those taxes locally, through the mechanism of parking charges. Applied to Haringey, which still has very few CPZ's - 25% - and considering where they are, this would be a grossly unfair tax, aimed to influence the behaviour of only 25% of it's residents.
- Comparing the DVLA CO2 emission bands with Haringey's clearly demonstrates, that deviating from the national DVLA bands renders this policies wholly ineffective by diluting the message and killing any incentive for transport modal shift. Haringey's banding system also ignores the reality of the current car market and assumes plenty of green choices are there for people to choose from, where in reality this is not the case. The policy as is will not result in any significant change in people's behaviour, which in turns means that the stated aim of this policy to reduce CO2 emission will fail.
- In reality the majority of people living within Haringey parking zones, will see a rise of parking charges from £25 to £90. And if there are 2 cars in a household, their charges will go from £50 to a max of £240.

- Exploring the legal framework for Haringey's proposed scheme, shows that raising revenue through parking is illegal and since there is plenty of evidence in Haringey Council's own documents that the need to raise parking fees stem from pure financial considerations, this point needs to be addressed, if this scheme is to be legally compliant, or else it could be open to legal challenge.
- On the whole it is my view that parking charges are not the right mechanism to try and control CO2 emission and that the council should not vote it into being.

**Council Response:.**

The objections raised have been answered in the Council's response to the five principal objections set out in section 13.

- 14.5 The Parkside Malvern Residents' Association** raised several points specifically that there is no credible evidence that the proposed charging regime will achieve any reduction in CO2 emissions, reduce the number of car journeys or the volume of traffic.

That the current charges and CPZ design have greatly encouraged the concreting over of front gardens creating wide vehicular crossings and that the new charges will increase the demand even further. There should be policies to reverse or reduce the destructive effects of existing parking in front gardens.

That the proposed charging has no mechanism to ensure that for every resident who dispenses with a second car, the available space will not be taken by inbound traffic from the near neighbourhood.

That the Council must not consider such parking charges until it first reduces the demand for journeys into and parking within the roads immediately around the Shopping City, to stop them being a free car park for other permit holders living outside the immediate vicinity.

The Council must ensure that the area is as safe as possible for children, the old and families to walk or cycle over short distances and that the area has no investment for this purpose to date and is manifestly unsafe.

**Council's response:**

The majority of the objections raised have been answered in the Council's response to the five principal objections set out in section 13. However further specific comments are as follows:

- Measures that discourage people from acquiring and using vehicles with higher CO<sub>2</sub> emissions will have a beneficial effect on air quality. The message that larger vehicles contribute more towards climate change will become increasingly important as greater awareness of this issue manifests itself.
- The Wood Green CPZ has been reviewed very recently and concerns with 'commuting' within the shopping city area were not raised as an issue. The CPZ is already split into two zones [the inner and outer] and only those who reside within the inner zone can park in streets around the shopping city.
- The Council is committed to improving road safety and can demonstrate excellent performance in recent years.
- Parking surplus is spent highways and traffic improvement and maintenance, concessionary fares or off-street parking.

- 14.6 **CARA Cromwell Area Residents Association** raised a number of issues particularly that proposals would be a punitive increase charged on all vehicles but no measures proposed to offer an incentive to less polluting vehicles. They felt that the scale charge and second car charge is discriminatory in that it only affects residents in CPZ areas and not all Haringey residents. They felt that there should be greater disclosure of where the money raised from CPZ measures is spent. Residents would be more supportive if there were seen to be positive and constructive and that an expenditure report could be published in Haringey People. That residents remain disgusted with 'unreasonable' clamping policy still maintained in CPZ areas.

### **Council response**

The majority of the objections raised have been answered in the Council's response to the five principal objections set out in section 13. However further specific comments are as follows:

- While we can reduce commuter/ non-residential parking within our Control Parking Zones (CPZs), a common complaint that increased car ownership, especially second vehicles, causes on-going parking pressures. To help counter this, an incremental charge has been proposed for second and subsequent permits for each household. This approach is already well established in a number of London boroughs and has proved successful.
- Proposals will only affect vehicle owners in CPZ areas as it is in these zones that we have the mechanisms in place to influence vehicle ownership. This is in effect a charge levied for a service provided by the Council i.e. the residential parking scheme and only those in receipt of the service will be required to pay.
- There is a commitment to review policy in relation to clamping and this will be informed by the new statutory guidance expected to be issued by the Department of transport this autumn.
- The Council will publish an annual report on parking, including where any surplus is spent.

- 14.7 Copies of the all letters received from statutory bodies and resident associations can be found in Appendix B.

### **14.8 Petitions**

The Council received three petitions a summary of the response together with the number of signatories follows were received. The basis of the objection within each petition is summarised below:

- a) Tottenham Hale residents petition with 238 signatures

*The undersigned Tottenham Hale residents object to parking permit charges based on CO2 emissions. This is an unfair double tax, Penalising only residents who live in controlled parking zones.*

- b) N8 residents petition with 365 signatures

*It is wrong, unfair and unjust to penalize the residents in CPZ by increasing the price of the...parking permits either by size....or CO2 emissions. It is wrong to increase...visitor permits.....by 100%.*

c) Mitchley Road residents N17 with 17 signatures

*We object to the proposed scheme. We were lead to believe that residential parking was brought in to stop commuting. Parked cars give out no emissions. The idea is another excuse to take money from poor people in the borough. ( The full wording of those petitions are contained in Appendix D)*

## **15 Background**

- 15.1 The Council Executive on 23 January 2007 authorised 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 proposed changes affecting fees and parking charges policy for residents' and visitors' permits, disabled drivers badges, car parks and pay & display.
- 15.2 This included a new emissions based charging structure for residential parking permits and an incremental charge for second and subsequent permits per household. This report informs members of the results of Statutory Consultation.
- 15.3 The consultation undertaken was beyond the statutory requirements and involved;
- A press release in all local papers
  - Consultation was announced on the front page of the Council's web site.
  - An article in the Haringey People which was delivered to all households in the borough.
  - A leaflet was distributed to 65,000 households in existing and proposed CPZ's and mailed to 654 community and Voluntary Groups in the borough.
  - Display boards at Area assemblies namely, Wood Green, St Ann's and Harringay, Muswell Hill , Hornsey and Stroud Green and Seven Sisters.

This was in addition to the statutory notices placed in the London Gazette, local papers and on lamp columns in existing and proposed CPZ's.

## **16 Conclusions**

- 16.1 There has been a robust process of consultation and this report sets out the substance of the responses, and comments on the responses received.
- 16.2 The legal implications arising from proposals are summarised in paragraph 5 of this report. So far as the responses relate to general financial issues, the table at paragraph 8.5 of this report shows that the financial implications of the proposals are modest.
- 16.3 It is a matter for Members to decide whether, in the light of the responses to consultation, they consider that the voluntary commitment to reduce greenhouse gases is relevant. It seems clear that this is closely related to air quality considerations, and although the National Air Quality Strategy does not relate to CO<sub>2</sub> emissions, that Strategy is to change. The DVLA emission banding is a tested model, and basing parking charges on that banding or and adaptation of that banding is administratively convenient once the decision in principle has been made.
- 16.4 The proposals in this Report are in line with the draft Local Implementation Plan and the Parking & Enforcement Plan.

- 16.5 The overall conclusion is that the objections by consultees to the legal and financial basis of the proposed changes must be considered but do not need to be accepted if the Executive consider the Climate Change and air quality issues to be relevant to the exercise of the on-street parking function and accordingly within Section 122 of the Road Traffic Regulation Act 1984. A majority of the responses are concerned about the financial implications, but in the overall effect of these the parking account is modest.
- 16.6 The Executive is requested to decide whether or not to proceed to the implementation of the revised charges and charging policy after duly considering the objections outlines in this report.
- 16.7 If the Executive agree to implement the proposed changes it is anticipated that the new permit charging structure will commence from 1<sup>st</sup> July 2007.

## **17 Use of Appendices / Tables / Photographs**

- 17.1 Appendix A – Consultation results
- 17.2 Appendix B – Responses from residents associations and other organisations
- 17.3 Appendix C - Charges and Charging policy subject to statutory consultation
- 17.4 Appendix D – Petitions
- 17.5 Appendix E – N8 – Alternative proposals

## **Appendix A - Consultation Results**

**Appendix B – Responses from Resident Associations And Other Interested Parties**

**Appendix C – Charges And Charging policy subject to Statutory Consultation**



## **Appendix D - Petitions**

## **Appendix E – N8 Alternative Proposals**