



### Financial Implications Outline

- How have the savings above been determined? Please provide a brief breakdown of the factors considered.
- Is any additional investment required in order to deliver the proposal?
- If relevant, how will additional income be generated and how has the amounts been determined?

The figures outlined above are best estimates at this stage as actual delivery has a number of dependencies at this point, this includes the actual go live date of the new parking management system; the outcome of statutory consultation on changes to permits; final decisions around proposed new Stop and Shop options; final rollout timings and locations of proposed CCTV.

The service has used previous experience and benchmarking in arriving at these estimates.

The capital investment required to support the overall parking transformation programme has been agreed previously and is included in the current capital programme.

### Delivery Confidence

At this stage, how confident are you that this option could be delivered and benefits realised as set out? <i>(1 = not at all confident; 5 = very confident)</i>	3 Ongoing development of strategy
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### Indicative timescale for implementation

Est. start date for consultation DD/MM/YY	N/a	Est. completion date for implementation DD/MM/YY	01/04/2020
implementation before April 2020? Y/N ; any constraints?	N		

### Implementation Details

- How will the proposal be implemented? Are any additional resources required?
- Please provide a brief timeline of the implementation phase.
- How will a successful implementation be measured? Which performance indicators are most relevant?

Proposed implementation Include:

#### Events - New Operating Model

This involves the recruitment and deployment of additional CEO's for events at the Tottenham FC New stadium, ensuring an appropriate infrastructure and resource base to meet the demand for efficient parking enforcement.

#### Pricing Policy Charges and Inflation

Diesel surcharge, 2nd and subsequent permit per household, Permit inflation. This involves the introduction of dynamic permit charging models which will be made possible through the new Parking IT system, which is programmed for delivery in April 2020.

The new IT system will allow permit prices to be based not only on emissions but specifically on fuel type e.g. Diesels.

The new IT system will also allow an incremental pricing model to apply for households which own multiple cars.

Although the IT system will enable these changes, they will require Member approval and statutory consultation.

#### Stop and Shop - Pay for Parking Stop (Contactless and Chip & Pin)

In 2017 we moved to cashless parking and while the transition went smoothly, some businesses, customers and members have requested additional payment options to help support trade. We shall be investigating the introduction of contactless and chip & pin card payment options to be installed in our Town Centres. This will involve retrofitting existing (former P&D) machines or installing new machines.

#### Moving Traffic Enforcement

Additional cameras – increased CCTV PCN income. We will use data from traffic/video surveys to establish where there are the highest levels of moving traffic contraventions taking place across our borough. We shall then invest in CCTV camera technology to help enforce these locations and develop a programme to relocate cameras to new locations once 'compliance' is achieved at current sites. This will make best use of the cameras and encourage compliance and improve road safety across a wider area. We shall also seek to invest in mobile camera vehicles, which may be deployed across the borough and outside schools where we know there to be traffic and congestion issues.

## Impact / non-financial benefits and disbenefits

What is the likely impact on customers and how will negative impacts be mitigated or managed?

List both positive and negative impacts. Where possible link these to outcomes (please refer to relevant Borough Plan 2019-23 objectives and outcomes)

### Positive Impacts

Events at the new Tottenham FC New stadium require an enhanced Transport and Enforcement Plan and Haringey have committed to a Code of Enforcement (CoE) to ensure that spectators and background traffic are managed safely. The Stadium Local Area Management Plan (LAMP) has been in place for nearly a year and the enhanced CoE which has been delivered through the New Operating Model have widely been viewed as a success. Increased enforcement of banned turns, yellow box junctions etc will benefit road safety and reduce congestion, improve bus running times, which in turn encourages more people to get out of private vehicles and use public transport which is better for the environment.

Discouraging the use of diesel fuelled vehicles which are a major source of NOx in London, will help combat poor air quality. In addition measures to discourage multiple car ownership households will also help reduce transport related Carbon and NOx emissions.

Stop and shop machines to facilitate Contactless and Chip & pin payments will be well received by the business community and their customers. It has been argued that some customers cannot or do not want to use contactless parking Apps such as Pay by Phone. The introduction of contactless and chip & pin card payment options will offer support to such customers and businesses/Town Centres

## Negative Impacts

### Events - New Operating Model

Some drivers may see additional enforcement as 'overzealous'.

### Pricing Policy Charges and Inflation

There will be concerns that a diesel surcharge may affect the poorest residents in the borough who may not be able to afford to purchase a ULEZ compliant vehicle.

Any increase in costs for parking will inevitably result in complaints.

### Stop and Shop - Pay for Parking (Contactless/Chip and Pin)

Introduction of additional physical infrastructure may be seen as street-clutter by some, especially if contactless is a functional option which requires minimal infrastructure.

### Moving Traffic Enforcement

Similar to additional 'on-street' foot patrol enforcement, additional CCTV camera enforcement may be seen by some as overzealous.

What is the impact on businesses, members, staff, partners and other stakeholders and how will this be mitigated or managed? How has this been discussed / agreed with other parties affected?  
List both positive and negative impacts.

**Positive Impacts**

Town centres and businesses will benefit from the introduction of additional payment methods for short stay parking. In addition car reduction measures and measures that improve air quality will benefit the borough as a whole and also ensure that parking is available for those who need to use it.

**Negative Impacts**

Town centres and businesses will benefit from the introduction of additional payment methods for short stay parking. In addition car reduction measures and measures that improve air quality will benefit the borough as a whole and also ensure that parking is available for those who need to use it. This correspondingly improves movement of traffic and improved road safety.

**How does this option ensure the Council is able to meet statutory requirements?**

Fair and robust enforcement of parking and traffic restrictions is in line with the Council's statutory responsibility to keep traffic moving freely through our borough. In addition all measures being considered contribute to the delivery of Borough Plan and Transport Strategy Objectives.

**Risks and Mitigation**

What are the main risks associated with this option and how could they be mitigated?(Add rows if required)

Risk	Impact (H/M/L)	Probability (H/M/L)	Mitigation
May achieve compliance quickly at CCTV sites	H	M	Develop a programme to relocate cameras once compliance is achieved. But it must be acknowledged that compliance is a positive outcome.
Additional payment options for short stay parking may not increase take up and use of those parking bays.	H	M	Install new payment facilities into a trial area and monitor performance and investigate complimentary measures which may support MTFS
Forecast income is not realised	H	M	Close monitoring of progress against delivery of each activity within the Programme
Has the EqIA Screening Tool been completed for this proposal?			This will be done as those projects are developed further.
Is a full EqIA required?			as above