

## HARINGEY COUNCIL

### PROPOSED AMENDMENTS TO ON-STREET PARKING PERMITS AND PARKING CHARGES AND OFF-STREET PARKING CHARGES

**The Haringey (Controlled Parking Zones) (Parking Places) (Amendment No. \*) Order 202\***

**The Haringey (Cashless) (Parking Places) (Amendment No. \*) Order 202\***

**The Haringey (Off Street Parking Places) (Amendment No. \*) Traffic Order 202\***

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#### STATEMENT OF REASONS

The Council's Borough Plan, Transport Strategy and Air Quality Action plan (AQAP) set out the Council's commitment to improving air quality and taking steps to reduce pollution that is harmful to health. The Council has also committed to becoming a zero-carbon borough by 2041.

In addition, Transport for London would extend the Ultra-Low Emission Zone (ULEZ) to Haringey in 2021, when all vehicles would need to meet specific emission standards to enter the zone without incurring a daily charge.

Transport is one of the main contributors to poor air quality. Around half of emissions from road transport are nitrogen oxides (NO<sub>x</sub>), which contribute to illegal levels of nitrogen dioxide (NO<sub>2</sub>), and particulate matter (PM). The Council, through its AQAP and Carbon Reduction plans, agreed a series of actions and commitments to reduce harmful emissions from road transport, including using parking charges as a means of discouraging private car use where possible, and incentivising the use of low and zero emission vehicles.

The proposals are seeking to give effect to the aims and objectives set out in the Transport Strategy and the AQAP, both of which are central to London Mayor's objectives in improving air quality in Haringey.

The ULEZ is part of a package of measures that the Mayor is putting in place to tackle the public health crisis created by London's air pollution.

The proposed changes to our parking charges are also intended to encourage people to prepare in time for the upcoming extension to the ULEZ. The charges have been set at a level to encourage people to make careful decisions when considering a new vehicle and how they contribute to local air quality in Haringey.

The proposed charges are considered to be set at pricing levels that balances the needs of businesses and the local economy, with the need to push for that step change away from unnecessary car use to more sustainable modes of travel.

The Council is committed to improving the quality of life for all residents in the borough. Haringey is acting decisively to improve air quality and offer healthy choices as it applies across the piece, but in particular to transport choices. The proposed measures are considered necessary to influence transport choices and encourage a move to more sustainable modes of transport.

The Council has committed to acting decisively to improve air quality and reduce carbon emissions, which is widely accepted as a contributor to climate change. Those decisions include using parking policies as a tool to affect change. The proposals are considered necessary to influence transport choices and encourage a move to more sustainable modes of transport. The ULEZ is planned to be extended from 25 October 2021 to include the inner London area within the North and South Circular Roads which includes Haringey.

In line with Local and National Climate Change policies, the Council linked parking permit charges to CO<sub>2</sub> emissions in 2008. By raising awareness of the environmental impact of CO<sub>2</sub> emissions, people were encouraged to use lower, more sustainable forms of transport to help reduce the associated Greenhouse gas effect. Diesel was initially considered more environmentally friendly than petrol, as diesel fuelled vehicles are more efficient and as such produce less CO<sub>2</sub> per mile. Whilst internal combustion engines have become cleaner in recent years; it was subsequently found that diesel vehicles produce high emissions of Nitrous Oxides (NO<sub>x</sub>) and harmful Particulate Matter (PM). There is growing evidence to suggest that emissions from diesel engines have the following negative effects;

- contribute to poor air quality
- increase the risk of lung cancer
- can cause heart attacks and
- reduce life expectancy.

At present 7800 parking permits are issued to diesel fuelled vehicles annually in Haringey. In addition, 44% of vehicles using the on-street and car park facilities are diesel fuelled vehicles. These measures are therefore proposed to discourage the use of diesel fuelled vehicles, reducing harmful emissions whilst continuing to deliver our carbon reduction pledges.

Many London Boroughs have already successfully introduced parking levies on diesel fuelled vehicles. This a logical step to take considering that the Council already links parking charges to CO<sub>2</sub> emissions.

In determining the level of surcharge that should apply, it is recognised that modal change and vehicle ownership is influenced by several personal factors. It is also understood that any surcharge applied is unlikely to result in an immediate move to lower or zero emission vehicles. However, the proposed annual surcharge of £80, if adopted, is considered to be set at a level that would raise awareness of the impact of diesel emissions on local air quality and would influence choices when private car owners and businesses are changing their vehicles.

In terms of the financial impact on those permit holders this would, to some degree, redress the current imbalance where despite associated health impacts, diesel fuelled vehicles benefit from lower parking permit charges as they tend to fall within lower CO<sub>2</sub> emission bandings.

### **Surcharge on 2<sup>nd</sup> and subsequent permits per household.**

At present the Council allows individuals and households within CPZs to purchase as many parking permits as they require. However, it is important that the Council discourages multiple car ownership by encouraging the uptake of sustainable modes of travel which ensures a less congested road network and kerb space. Rather than impose a limit, it is proposed that a surcharge of £50 is applied to second and subsequent permits purchased per household. This would continue to give residents and households the opportunity to purchase as many permits as required, but they would pay a higher charge for subsequent permits.

### **Visitors Vouchers**

The council currently takes a pragmatic approach and allows residents to purchase an uncapped number of visitor vouchers which includes hourly and daily vouchers. The council has noted that visitor voucher purchase has spiked, especially in the Tottenham Hotspur event day areas, creating additional parking pressures. There is evidence where third parties are wounding to purchase those permits at a premium from residents and the level of use suggests that some residents are selling those permits on.

Whilst the existing terms and conditions require that permits are not resold, enforcement of this is not possible with the existing IT system. Furthermore, if enforcement were possible this would be contingent on a high evidential threshold and not anecdotal evidence.

In order to continue with the sales policy referred to above it is proposed that

- The use of a daily visitor permit both online and paper option, to be restricted to two concurrent live permits per account holder i.e. if a third permit is in use then the vehicle utilising the 3<sup>rd</sup> and subsequent permits may be issued with a Penalty Charge Notice.
- The cost of daily visitor vouchers to increase to £4 across all CPZ areas.

### **Companion Permit**

Disabled Blue Badge Holders may purchase a Companion Badge that can be used in place of Blue Badge when parking within the borough. It was intended that this would avoid the need to display the blue badge, especially when parking overnight and the risk of theft the badge was highest.

As most Disabled Blue Badge holders may already park free of charge in residential or shared use parking bays, it is proposed that Haringey offer Disabled Badge Holders a free (virtual) resident permit. This would continue to help the badge holder protect themselves against theft. Once issued, the virtual permit would allow the permit holder to park a vehicle registered to them in their home CPZ. As the permit is virtual, there would be no need to display anything in the vehicle. The Disabled Blue Badge must be used when parking on yellow lines, or in pay by phone bays, and disabled bays.

### **Parking permit refunds**

The Council introduced a 6 monthly residential parking permit in 2018. This was intended to help lower income households, as well as meeting the needs of those with shorter term tenancies. It was expected that this would reduce permit refund requests. However, the number of refund requests has not decreased. The administration of those refunds' places considerable pressures on resources. It is proposed that instead of reviewing the refund policy, which allows a full refund of each unused month, an administration fee of £20 is applied to handling a refund application. Many London Boroughs have already introduced such measures.

In addition, visitors' vouchers are purchased in large quantities and residents subsequently request a refund on unused permits. As charges for those permits are relatively low the cost of processing these refunds often exceeds the value of the refund. Rather than impose the £20 administration fee, it is proposed that unused visitor vouchers are non-refundable.

### **Contribution to strategic outcomes**

The proposed Parking Charge Review supports two Themes within the Borough Plan 2019-2023 – People and Place.

People Theme; Our vision is a Haringey where strong families, strong networks and strong communities nurture all residents to live well and achieve their potential. A shift to sustainable modes of transport including walking and cycling would contribute to specific Outcomes within this Theme including:

- Ensuring children have the best start in life e.g. less pollution and better air quality and improved road safety.
- All children in the borough would be happy and healthy as they grow up e.g. less pollution and better air quality and improved road safety.
- All adults are able to live healthy and fulfilling lives, with dignity, staying active and connected in their communities e.g. prioritised parking for local residents and their visitors, accessible junctions to promote walking & cycling. Dedicated disabled bays for residents who need them.

Place Theme; A place with strong, resilient & connected communities where people can lead active and healthy lives in an environment that is safe, clean and green. The proposals would contribute to specific Outcomes within this Theme including:

- A healthier, active and greener place e.g. discouraging private car use promoting active travel.
- A cleaner, accessible and attractive place e.g. better managed parking leading to more attractive streetscape, with improved accessibility for pedestrians.