



**London Borough of Enfield**

<b>Title:</b>	<b>On and Off-Street Parking Charges</b>
<b>Report to:</b>	<b>Portfolio – Cllr Rick Jewell, Cabinet Member for Environment</b>
<b>Date of Report briefing:</b>	<b>N/A</b>
<b>Directors:</b>	Doug Wilkinson
<b>Report Author:</b>	David Morris <a href="mailto:david.morris@enfield.gov.uk">david.morris@enfield.gov.uk</a>
<b>Ward(s) affected:</b>	All
<b>Key Decision Number</b>	KD 5588
<b>Implementation date, if not called in:</b>	June 2023
<b>Classification:</b>	Part I
<b>Reason for exemption</b>	N/A

**Purpose of Report**

1. For the Cabinet Member for Environment to agree to the harmonisation and increase of parking charges given in this report

**Recommendations**

- I. To agree to the harmonisation and increase of parking charges given in this report
- II. To agree to publish a notice pursuant sections 36c and 46a of the Road Traffic Regulation Act 1984 to bring into effect the increase in on and of street parking charges set out in the report with effect from June 2023.

## Background and Options

2. On and off-street parking charges were last reviewed in 2018, since when there have been significant developments in respect of the approach to private vehicles in London as set out in regional planning and transport policies:

London Plan (2021)	The current London Plan includes policies relating to the management of car parking demand to encourage a shift to more sustainable modes. The Plan goes on to set out how private vehicle ownership should be addressed in spatial planning, by making it clear that low or car free development should be the norm and setting lower maximum car parking standards for new developments.
Mayor of London's Transport Strategy (2018)	Given London's forecast population and employment growth, the Mayor's Transport Strategy made it clear that, in order to deliver this sustainably, the use of active and sustainable transport must be increased and overdependence on private vehicles reduced. One of the measures to achieve this is the prioritising of finite road and kerbside space for the most space efficient modes of transport (with private vehicles being the least efficient).
Enfield Transport Plan (2019)	<p>The policies, programmes and initiatives within the plan aim to improve the ease in which we travel in the borough, encouraging sustainable and active travel to help manage environmental problems related to congestion, local air quality, reduce our impact on climate change and improve health, safety, and accessibility. The plan identifies how we will work towards achieving this through the seven transport objectives, including:</p> <ul style="list-style-type: none"> <li>• Manage growing demand for on-street parking, recognising that there is simply not enough road space to safely and efficiently accommodate everyone who wishes to park or drive in Enfield today or in the future</li> </ul>
Climate Action Plan (2020)	<p>The need for urgent action to address climate change has been recognised, with Enfield declaring a Climate Change Emergency in July 2019 and adopting a Climate Action Plan in September 2020. Given that transport contributes around 39% of the Enfield's borough wide energy emissions, acting in this area must be part of the Council's response.</p> <p>The plans sets out a number of actions including:</p> <ul style="list-style-type: none"> <li>• Limit the provision of car parking spaces on new developments in line with the New London Plan and better manage existing kerbside space.</li> </ul>
Air Quality Action Plan (2022)	<p>A number of air quality priorities are identified:</p> <ul style="list-style-type: none"> <li>• <i>make active travel the natural choice, particularly for those trips less than 2km (1.2 miles)</i></li> <li>• <i>make more school trips safe, sustainable, and healthy</i></li> <li>• <i>reduce the impact of private vehicles on our streets (through a reduction in emissions)</i></li> <li>• <i>make the public transport network more accessible and the natural choice for longer trips</i></li> <li>• <i>reduce emissions from both existing buildings and new development.</i></li> </ul> <p>These priorities are supported by a number of actions, including by <b><i>managing growing demand for on-street parking.</i></b></p>

3. The legislation surrounding on and off-street parking has been clarified following a number of cases and the setting of charges must be for the very specific purposes set out in the Road Traffic Regulation Act 1984 (as amended), namely

“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. This duty can be delivered in a number of ways, including by using price to manage demand for on-street parking. However, it can also be delivered by implementing measures that aim to reduce vehicle use by, for instance, encouraging active travel and public transport.

4. The current on and off-street charges are set out below, with higher charges in Enfield Town compared with the rest of the borough.
5. The Council last increased on and off-street parking charges in 2018.
6. To ascertain the level of usage of paid for on-street parking bays, surveys were carried out over a three-day period in December 2022

### **Key Results**

7. When demand for parking reaches 85% of available supply it becomes increasing difficult to find parking space, resulting in ‘parking stress’. The peak demand across all sites was observed on the Saturday in the period 1300-1400 with 720 vehicles parked, a stress of 87%. However, all 12 Pay and Display sites experienced stress levels over 85% at some points during the survey period.
8. The weekday peak demand across all sites was observed in the period 1200-1300 with 676 vehicles parked, a stress of 82%. Eight of the 12 sites experienced stress levels over 85% at some point during the survey period.
9. Following analysis of the results, it is clear that there is a high level of occupancy in all 12 Pay and Display areas. The result of such high occupancy can adversely impact an area and may cause the following risks:
  - Vehicles circling the area searching for available spaces causing an impact on the free flow/ congestion and movement of traffic on the network.
  - Engine Idling caused by vehicles waiting for a space to become free whilst stationary with their engines running which impacts on air quality too.
  - Impact on high street businesses if there is an inadequate turnover of available spaces.

### **Proposed New Charges**

10. In response to the current policy context and the results of the recent on-street occupancy surveys, the following changes are proposed:
  - Standardise charges across the borough – which will make it easier for motorists to understand and will allow for motorists to use their paid for time to park in other areas if they have time remaining. For example, if you pay for an hour in Enfield Town.....
  - Increase on-street charges to increase turnover of spaces being available
  - Increase long stay prices in off-street car parks to encourage shorter stay-parking, and to deter commuter parking by car.
  - To maintain short-stay prices in all off-street car parks at current Enfield Town tariff levels to encourage more to park off-street rather than on-street.
  - To introduce a link between car parking charges and bus fares to ensure that there is not a built-in financial incentive to drive to town centers rather than use public transport.

- The proposed changes are comparable with Neighbouring Borough charges. (Appendix 1).

11. Harmonise the charges across the borough - The on and off-street parking charges are currently higher in Enfield Town than the rest of the borough. Whilst this reflect the higher demand for parking in Enfield Town, there are wider benefits in having a single tariff structure across the whole borough, particularly in terms of clarity for motorists.

12. Applying the industrywide standard method to increase the turnover of on-street spaces, it is proposed that the charges set out in the table below be introduced:

13. Further, to deter long stay parking by commuters in car parks and to ensure that spaces for short-stay parking are maximised, it is proposed to increase the charges for parking over 3 hours. The parking charge for parking up to 3 hours will be harmonised to the current Enfield Town levels.

14. Travelling by bus to one of the town centres in the borough would typically cost £1.75, or £3.50 for a round trip. This provides a benchmark when considering parking charges and in the context of the local and London wide policy aim to encourage walking cycling and public transport use.

Tariff structure – Parking up to....	Current On-street charges (excl. Enfield Town)	Current Enfield Town On-street charges	Proposed Borough-wide On-street charges	Cost Comparison to a round trip to a town centre using bus (fare currently £3.50)
15 mins	£0.40	£0.50	<b>£0.70</b>	0.2
30 mins	£0.80	£1.00	<b>£1.40</b>	0.4
1 hour	£1.50	£2	<b>£2.80</b>	0.8
2 hours	£3.00	£4	<b>£5.60</b>	1.6
3 hours	£4.50	-	<b>£7.00</b>	2.0
4 hours	£6.00	-	<b>£8.00</b>	2.3

15. The proposed off-street parking charge is £2.80 for stay of 1-3 hours, or 80% of the cost of a round trip by bus. The proposed on-street charge for 1 hour has also been set at 80% of the cost of a round trip by bus. It is proposed that these charges track the cost of a trip by bus, potentially increasing over time until parity is achieved.

Tariff structure – Parking up to....	Current Off-street charges (excl. Enfield Town)	Current Enfield Town Off-street charges	Proposed Borough-wide Off-street charges	Cost Comparison to a round trip to a town centre using bus (fare currently £3.50)
Up to 1 hour	£1.20	£1.40	<b>£1.40</b>	0.4
1 to 3	£2.40	£2.80	<b>£2.80</b>	0.8
3 to 5	£4.00	£5.00	<b>£6.40</b>	1.8
Over 5	£6.00	£8.00	<b>£10</b>	2.9

16. Risks that may arise if the proposed decision and related work is not taken

Risk Category	Risks
<b>Reputational and Strategic</b>	With any change in Parking Tariffs there are concerns from stakeholders that this will affect the high street. However, increasing the tariffs may lead to a better turnover of spaces which will attract more shoppers
<b>Strategic</b>	If car parking charges are not linked to bus fares, car use could be encouraged to the detriment of the Council's transport policy objectives.
<b>Operational</b>	If long stay on and off-street parking tariffs are not increased, we will not achieve the turnover of spaces needed to support our town centres.

17. Risks that may arise if the proposed decision is taken and actions that will be taken to manage these risks

Risk Category	Comments/Mitigation
<b>Reputational</b>	<p><b>Risk:</b> Public criticism of increased charges at a time of pressures on household budgets.</p> <p><b>Mitigation:</b> Short-stay car parking charges have been linked to, but kept below the equivalent return bus fare. The cost of long-stay parking has been increased to make walking cycle and public transport a more attractive option.</p> <p>Steps will be taken to publicise the new parking charges and alternative options for travelling to and from town centres.</p>

**Preferred Option and Reasons For Preferred Option**

18. It is recognised that in the London Borough of Enfield, the supply and availability of accessible, safe, and good quality parking is a key element of the transport infrastructure supporting the vitality of the Borough's town centres. The price of parking also has a significant bearing on the way that spaces are used and the duration of which they are used. In particular, given the limited supply of space, tariffs have been developed to ensure a sufficient turnover of spaces so that some free spaces are available at most times.

19. The Department for Transport's *Statutory Guidance for Local Authorities In England On Civil Enforcement Of Parking Contraventions* states that the following factors should be considered when setting parking charges:

- managing the traffic network to ensure expeditious movement of traffic, (including pedestrians and cyclists),
- improving road safety
- improving the local environment
- improving the quality and accessibility of public transport
- meeting the needs of people with disabilities, some of whom will be unable to use public transport and depend entirely on the use of a car

- managing and reconciling the competing demands for kerb space
20. The Guidance makes it clear that Authorities should never use parking charges just to raise revenue or as a local tax. However, the Guidance acknowledges that “where demand for parking is high, the delivery of transport objectives with realistic demand management prices for parking may result in surplus income”. In such cases, Section 55 of the Road traffic Regulation Act 1984 (as amended) and the Traffic Management Act 2004 require that local authorities must ensure that any on-street revenue and off-street enforcement revenue is used for legitimate purposes only.
  21. The legislation surrounding on and off-street parking has been clarified following a number of cases and the setting of charges must be for the very specific purposes set out in the Road Traffic Regulation Act 1984 (as amended), namely “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. This duty can be delivered in a number of ways, including by using price to manage demand for on-street parking. However, it can also be delivered by implementing measures that aim to reduce vehicle use by, for instance, encouraging active travel and public transport.
  22. Other options were considered:
  23. **Continue with current parking charges.** This isn’t recommended as the on-street surveys demonstrate that on-street bays are already experiencing parking stress. operating at or over 85% parking levels. The price of parking has a significant bearing on the way that parking spaces are used and the duration of which they are used. In particular, given the limited supply of parking space, tariffs have been developed to ensure a sufficient turnover of parking spaces so that some free parking spaces are available at most times.
  24. **Increase the supply of parking.** In theory, the demand for parking space could be addressed by increasing the supply of space rather than increasing the cost of parking. However, the opportunity to increase supply is limited due the competing demand for kerb-side space. In addition, this would be contrary to the Council’s aims to encourage active travel and use of public transport.
  25. **Reduce the maximum length of stay in on-street bays.** Most paid for on-street parking is limited to two hours, with a few limited to four hours in the vicinity of the North Middlesex Hospital. Reducing the maximum length of stay to below two hours would adversely impact certain types of business such as restaurants and hairdressers and is therefore not recommended.

## **Relevance to Council Plans and Strategies**

### **Clean and green places**

26. The need for urgent action to address climate change has been recognised, with Enfield declaring a Climate Change Emergency in July 2019 and adopting a Climate Action Plan in September 2020. Given that transport contributes around 39% of the Enfield’s borough wide energy emissions, taking action in this area must be part of the Council’s response.

The plans sets out a number of actions including:

Limit the provision of car parking spaces on new developments in line with the New London Plan and better manage existing kerbside space.

### **Strong, healthy and safe communities**

27. The charges are set at a level that do not discourage stakeholders to shop in other areas as charges are set at a comparable level to other local boroughs

### **Thriving children and young people**

28. Parking Services will continue to enforce outside of schools to ensure the safety of children. Any surplus revenue made from parking enforcement contributes to funding of freedom passes for young children to travel for free on public transport.

### **More and better homes**

29. The current London Plan includes policies relating to the management of car parking demand to encourage a shift to more sustainable modes. The Plan goes on to set out how private vehicle ownership should be addressed in spatial planning, by making it clear that low or car free development should be the norm and setting lower maximum car parking standards for new developments.

### **An economy that works for everyone.**

30. The charges are set at a level that do not discourage stakeholders to shop in other areas as charges are set at a comparable level to other local boroughs

### **Financial Implications**

31. This report seeks to agree the harmonisation/increase of parking charges across the Borough. The on and off-street parking charges were last reviewed in 2018. Since then, there have been significant developments in respect of the approach to private vehicles in London as set out in regional planning and transport policies.

32. The following changes are proposed: -

- Standard charges across the borough
- Increase on-street charges to increase chance of spaces being available
- Increase long stay prices in off-street car parks to encourage a shift to walking, cycling and public transport
- To maintain short-stay prices in off-street car parks at current levels to encourage more to park off-street rather than on-street
- To deter long stay parking by commuters in car parks and to ensure that space for short-stay parking is maximised

#### **On-street spaces**

<b>Tariff structure</b>	<b>Current on-street charges (excl. Enfield Town)</b>	<b>Current Enfield Town on-street charges</b>	<b>Proposed All-Enfield on-street charges</b>
<b>15 mins</b>	£0.40	£0.50	<b>£0.70</b>
<b>30 mins</b>	£0.80	£1.00	<b>£1.40</b>

<b>1 hour</b>	£1.50	£2.00	<b>£2.80</b>
<b>2 hours</b>	£3.00	£4.00	<b>£5.60</b>
<b>3 hours</b>	£4.50	-	<b>£7.00</b>
<b>4 hours</b>	£6.00	-	<b>£8.00</b>

- **Car Parks**

<b>Tariff structure</b>	<b>Current Off-street charges (excl. Enfield Town)</b>	<b>Current Enfield Town car park charges</b>	<b>Proposed All-Enfield car park charges</b>
<b>Up to 1 hour</b>	£1.20	£1.40	<b>£1.40</b>
<b>1 to 3</b>	£2.40	£2.80	<b>£2.80</b>
<b>3 to 5</b>	£4.00	£5.00	<b>£6.40</b>
<b>Over 5</b>	£6.00	£8.00	<b>£10.00</b>

33. The proposed changes will bring the current LBE tariffs in line with Neighbouring Borough charges. (Appendix 1).

### **Legal Implications**

34. By virtue of the Road Traffic Regulation Act 1984 (RTRA 1984) Section 122 the Council has a duty to secure the provision of suitable and adequate parking facilities on and off the highway.

35. Section 45(1) and (2) (b) of RTRA 1984 provides that a local authority may designate by order, parking places on highways for vehicles and may make charges for vehicles left in a parking place. Section 46 RTRA 1984 provides for charges to be prescribed by the designation order or by a separate order made by the authority.

36. Section 46A RTRA 1984 enables charges to be varied by way of a notice and Regulation 25 of the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 requires any a notice of variation under Section 46A must be given, as a minimum, by publishing it at least once in a newspaper circulating in the area in which the parking places to which the notice relates are situated at least 21 days before it is due to come into force.

37. Section 32 RTRA 1984 provides powers for a local authority to provide off-street parking places for the purpose of relieving or preventing congestion. Section 35 RTRA 1984 enables local authorities to control the use of the parking places, including by introducing charges. Section 35C RTRA 1984 allows local authorities to vary charges and Regulation 25 of the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 requires any a notice of variation under Section 35C must be given, as a minimum, by publishing it at least once in a newspaper circulating in the area in which the parking places to which the notice relates are situated at least 21 days before it is due to come into force and also to display a copy of the notice in the parking place on the date on which the notice is given and take all reasonable steps to ensure that it continues to be so displayed and remains in a legible condition until the date on which it comes into force.



38. The making of charging tariffs must be concerned with the expeditious, convenient and safe movement of traffic and the provision of suitable and adequate parking facilities on and off the highway. The permit charges will generate revenue, but the charging level must be set by reference to the cost of operating the permit scheme and not with a view to making a surplus. The Council has a wide discretion to differentiate between users of parking facilities, vehicles and periods of charging when setting a permit policy.
39. Regard must be had to the Section 49 Equality Act 2010 Public Sector Equality Duty in respect of the proposals.
40. The proposals set out in this report are within the Council's powers and duties.

### **Equalities Implications**

41. The increased charge will apply to all motorists (except where current exemptions apply for blue badge holders).
42. An Equalities Impact Assessment has been carried out and the following mitigating actions have been identified:
43. Motorists will be informed in advance of any changes, so that they have reasonable time to prepare for the change.
44. Currently, parking is free in most areas of the borough on a Sunday. However, parking is not free on prayer days of other religions. Whilst not proposed in this report, it is noted that on-street controls would also need to be considered if off-street charges were ever to be proposed on Sundays.

### **Environmental and Climate Change Implications**

45. In terms of the proposals, the need for urgent action to address climate change has been recognised, with Enfield declaring a Climate Change Emergency in July 2019 and adopting a Climate Action Plan in September 2020. Given that transport contributes around 39% of the Enfield's borough wide energy emissions (442 Kilo tonnes of Carbon Dioxide equivalent), taking action in this area must be part of the Council's response.
46. The proposal supports the Climate Action Plan through disincentivising driving to encourage alternative sustainable and low carbon travel alternatives.

### **Public Health Implications**

47. Physical activity is fundamental to health and wellbeing. A lack of physical activity has been shown to increase the risk of death, diabetes, musculoskeletal disease / injury, cancer, and cognitive decline. Physical activity was described by the Chief Medical Officer as a 'wonder drug'.
48. Transport is one means whereby physical activity can be integrated into everyday life. Any success in achieving a modal shift from motorised to active transport will therefore not only improve the health of the public through increased physical activity but will also reduce air pollution which itself impacts on all residents in the borough.

### **Procurement Implications**

49. The proposals do not in themselves have any direct implications on Procurement.

50. The Council has a Sustainable and Ethical Procurement Policy that was approved at Cabinet February 2022. Services need to ensure that all procurement activity (specifically over the threshold) is aligned to this policy, specifically those related to supporting social value and delivering the Council objectives and plan.

### **Other Implications**

51. The Town Centre Development team support deterring vehicles staying for long periods near Town centres. They also support any initiative that may deter shorter journeys and stays by car to Town Centres to encourage active travel as it may improve dwell time and spend.

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### **Background Papers**

The following documents have been relied on in the preparation of this report:

**#Departmental reference number, if relevant:** PL2223\_002

## Appendix 1

### Off-Street/Car Park Charging Borough Comparison

Tariffs	Proposed Enfield	Waltham Forest	Barnet	Haringey
Up to 30 mins			£0.65-£0.96	
Up to 1 hour	<b>£1.40</b>	£1.50-£2.70	£2.56	£1.25
Up to 1.30 hours			£1.30-£3.84	
Up to 2 hours		£2.70-£4.40	£1.28-£3.33	
Over 2 hours			£4.16-£6.40	
Up to 3 hours		£3.70-£5.40	£1.92	
Over 3 hours			£1.92-£4.48	
1-3 hours	<b>£2.80</b>			£2.40
3-4 hours				£3.80
Up to 4 hours		£8.50	£1.92-£4.61	
Over 4 hours			£2.56-£6.40	£7.20
3-5 hours	<b>£6.40</b>			
Over 5 hours	<b>£10.00</b>			

### On-street Charging Borough Comparison

Tariffs	Proposed Enfield	Waltham Forest	Barnet	Haringey
15 mins	<b>£0.70</b>		£0.45	£0.52-£0.82
30 mins	<b>£1.40</b>	£1.50-£2.50	£0.83-£1.28	
1 hour	<b>£2.80</b>	£2.50-£4.50	£1.66-£2.56	£1.30-£3.30
2 hours	<b>£5.60</b>		£2.50-£5.12	
3 hours	<b>£7.00</b>	£4.20-£6.00		
4 hours	<b>£8.00</b>	£4.10	£4.16	

### Current Car Parks

Car Park	Spaces	Opening Times/Current Tariffs
Little Park Gardens	99	Monday to Saturday Up to 1 hour: £1.40 1-3 hours: £2.80 3-5 hours: £5 Over 5 hours: £8  Sunday Up to 3 hours: Free 3-5 hours: £5 Over 5 hours: £8
New River Loop	46	Monday to Saturday Up to 1 hour: £1.40 1-3 hours: £2.80 3-5 hours: £5

		<p>Over 5 hours: £8</p> <p>Sunday Up to 3 hours: Free 3-5 hours: £5 Over 5 hours: £8</p>
Genotin Road	96	<p>Monday to Friday Free after 18.30</p> <p>Saturday Up to 1 hour: £1.40 1-3 hours: £2.80 3-5 hours: £5 Over 5 hours: £8</p> <p>Sunday Up to 3 hours: Free 3-5 hours: £5 Over 5 hours: £8</p>
Church Lane	16	<p>Monday to Saturday Up to 1 hour: £1.40 1-3 hours: £2.80 3-5 hours: £5 Over 5 hours: £8</p> <p>Sunday Up to 3 hours: Free 3-5 hours: £5 Over 5 hours: £8</p>
Sydney Road	68	<p>Monday to Saturday Up to 1 hour: £1.40 1-3 hours: £2.80 3-5 hours: £5 Over 5 hours: £8</p> <p>Sunday Up to 3 hours: Free 3-5 hours: £5 Over 5 hours: £8</p>
Lodge Drive	151 Includes free 45 minute bays (no return in 4 hours)	<p>Monday to Saturday Up to 1 hour: £1.20 1-3 hours: £2.40 3-5 hours: £4 Over 5 hours: £6</p> <p>Sunday Free all day</p>
Minchenden	100	<p>Monday to Saturday Up to 1 hour: £1.20 1-3 hours: £2.40 3-5 hours: £4 Over 5 hours: £6</p> <p>Sunday Free all day</p>

Lion Road	19	Monday to Saturday Up to 1 hour: £1.20 1-3 hours: £2.40 3-5 hours: £4 Over 5 hours: £6  Sunday Free all day
Fairfield Road	27	Monday to Saturday Up to 1 hour: £1.20 1-3 hours: £2.40 3-5 hours: £4 Over 5 hours: £6  Sunday Free all day
Raynham Road	53	Monday to Saturday Up to 1 hour: £1.20 1-3 hours: £2.40 3-5 hours: £4 Over 5 hours: £6  Sunday Free all day
Eagle House	26	Monday to Saturday Up to 1 hour: £1.20 1-3 hours: £2.40 3-5 hours: £4 Over 5 hours: £6  Sunday Free all day
Falcon Road	47	Monday to Saturday Up to 1 hour: £1.20 1-3 hours: £2.40 3-5 hours: £4 Over 5 hours: £6  Sunday Free all day
Fords Grove	72 Includes free 45 minute bays (no return in 4 hours)	Monday to Saturday Up to 1 hour: £1.20 1-3 hours: £2.40 3-5 hours: £4 Over 5 hours: £6  Sunday Free all day
Palace Gardens	523	Monday to Saturday Up to 1 hour: £1.40 1-3 hours: £2.80 3-5 hours: £5 Over 5 hours: £8  Sunday Up to 3 hours: Free

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3-5 hours: £5 Over 5 hours: £8
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