

CABINET

19 September 2023

PART 1 – PUBLIC DOCUMENT

TITLE OF REPORT: PROPOSED OFF-STREET CAR PARKING TARIFFS FOR 2023/24

REPORT OF: SERVICE DIRECTOR - REGULATORY

EXECUTIVE MEMBER FOR PLANNING & TRANSPORT: COUNCILLOR RUTH BROWN

COUNCIL PRIORITY: ENABLE AN ENTERPRISING AND CO-OPERATIVE ECONOMY

1. EXECUTIVE SUMMARY

1.1 This report requests that Cabinet agrees:

- (i) the proposed car parking tariffs in North Hertfordshire Council's off street car parks in order to effectively manage their use, and in accordance with the Council's fees and charges policy as set out in the Medium Term Financial Strategy (MTFS).
- (ii) the policy proposal that visitors parking in electric vehicle parking bays should pay for their parking session.
- (iii) for officers to implement parking subsidy and incentive schemes on a break even approach on request.

2. RECOMMENDATIONS

- 2.1 That Cabinet agrees to adopt the proposed off-street car park tariffs for 2023/24 as set out in Tables 1 to 5 at Appendix A.
- 2.2 That Cabinet agrees not to increase the charges for Season Tickets for each of its long stay car parks or business permits for its car park at St. Martins Road in Knebworth for 2023/24
- 2.3 That Cabinet agrees not to increase the charges for resident permits, visitor permits, business permits or visitor tickets for resident permit zones for 2023/24.
- 2.4 That Cabinet agree that the proposed tariff changes, as recommended and approved in paragraphs 2.1 above, are implemented as soon as practicable, and that officers in consultation with the Executive Member and Deputy for Planning and Transport proceed with the implementation as required.
- 2.5 That Cabinet agree to the policy of customers paying for parking sessions whilst parked within electric vehicle charging bays.
- 2.6 That Officers proceed with the necessary amendments to the Off-Street Parking Traffic Regulation Orders as required to implement changes recommended and approved above, and that officers in consultation with the Executive Member and Deputy for Planning and Transport proceed with the implementation as required.

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| <p>2.7 That Cabinet agrees for officers in consultation with the Executive Member and Deputy for Planning and Transport to implement subsidy and incentive parking schemes on a break even approach on request.</p> |
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3. REASONS FOR RECOMMENDATIONS

- 3.1 To implement an increase in car parking tariffs in order to effectively manage their use and in accordance with the Council's fees and charges policy as set out in its Medium-Term Financial Strategy (MTFS). To set car parking tariffs that support the achievement of modal shift away from private car use and to help support the vitality of town centres.

4. ALTERNATIVE OPTIONS CONSIDERED

- 4.1 See Section 8 of the report for proposed changes to car parking tariffs within the Council car parks and to introduce measures to charge for parking sessions in designated electric vehicle parking bays.

5. CONSULTATION WITH RELEVANT MEMBERS AND EXTERNAL ORGANISATIONS

- 5.1 The Executive Member and Deputy for Planning and Transport has been involved in discussions and selection of tariffs and kept informed on these matters. The Executive Member for Finance has also been informed.
- 5.2 The Area Forums for Baldock, Hitchin, Letchworth, Royston and Southern Rural were formally consulted on the proposed tariff changes in June/July, requesting that all comments be received by the end of July/first week in August. The Executive Member, Deputy Member and Strategic Infrastructure & Projects Manger attended the forum meetings to present the proposals and receive comments. Town Centre and BID Mangers for each of the towns, Royston Town Council and Knebworth Parish Council were also consulted and invited to offer their views on the proposed tariff changes.
- 5.3 A summary of the comments received from these organisations and the Area Forum meetings is attached at Appendix B. Separate Comments were also received from County Cllr Fiona Hill (see Appendix B). These have been considered and discussed with the Executive Member and Deputy and taken into account in finalising this report.

6. FORWARD PLAN

- 6.1 This report contains a recommendation on a key decision that was first notified to the public in the Forward Plan on 21 April 2023.

7. BACKGROUND

- 7.1 The Council's approved Medium-Term Financial Strategy for 2021-26, sets an annual budget assumption that the Council should increase parking fees and charges annually by 2%. It makes it clear that parking charge levels are mainly set to manage demand and are reflective of the cost of alternative parking locations. The budget estimates for 2023/24 include the expectation that income from parking will increase by 2%. Any variance from this would be reported through the budget monitoring process.

7.2 Paragraph 5.7.30 of the Council's Constitution, states '*it is for cabinet to determine charges for car parking*'. The proposals for car parking tariffs and season ticket increases are set out sections 8 and 9 below.

8. RELEVANT CONSIDERATIONS

8.1 Car Park Tariff Proposals

8.1.1 Parking Tariffs were last increased by Cabinet in September 2022 for 2022/23, which were implemented on 1st November 2022.

8.1.2 The proposals for 2022/23 included:

- Achieving most of the target through applying a 10p increase to the one-hour tariff bands across all off-street car parks in Hitchin, Letchworth, Royston and Knebworth. (with the exception of Baldock, as Baldock only has a 3hr and all day tariff band)
- Retaining all other tariff bands as per the 2021/22 prices across all car parks.
- Not increasing the cost of Season Tickets or Business Permits due to a reduction in the take up of these permits with the change in employer habits with more people continuing to work from home and commuting into their office on certain days.
- Retaining the off-peak incentives after 3pm in Hitchin and Royston. In Hitchin this included a flat rate irrespective of whether visitors park for one or more hours after 3pm in the short stay and long stay car parks. In Royston the 'free after 3pm' incentive is currently subsidised by an annual contribution from Royston First BID, Royston Area Committee and County Councillor Hertfordshire Locality Budgets to the value of £11k on the total income estimate.

8.1.3 The proposed 2% inflationary uplift for 2023/24 is estimated to increase annual income by £39,500. The actual impact on income from the changes to tariffs will depend on the level of demand for parking. Transaction data over the 12-month period April 2022 to the end of March 2023 has been analysed to estimate the impact of adjusting individual tariffs. Two tariff options were considered:

8.1.4 Option One - To continue to support the economic vitality of the town centres by encouraging people to stay longer by closing the gap between the one hour and the next band, also retaining the off-peak incentive in Hitchin, by:

- (i) increasing the one-hour tariff band by a further 10p increase across all Council operated off-street car parks in Hitchin, Letchworth and Royston including the after 3pm one hour tariff band in all Hitchin car parks.
- (ii) Applying a 10p increase to the half hour and one hour tariff band in Knebworth and a 10p increase to the 3-hour tariff band in Baldock.
- (iii) Retaining the after 3pm off-peak incentive in all Hitchin and Royston car parks.
- (iv) Retaining all other tariff bands as per the 2021/22 prices (unaltered in 2022/23) across all car parks.

This option would just meet the inflationary increase with a 2.1% increase of around £1,200 additional income.

8.1.5 Option Two - includes the following rationale:

- Continuing to support the economic vitality of the town centres by encouraging people to stay longer by further reducing the gap between the one hour and two hour tariffs, and by retaining the after 3pm off-peak incentive in all Hitchin and Royston car parks.
- Reviewing and rationalizing the 5p tariffs across all car parks in response to complaints received from the public about the older machines not always accepting 5p coins. The replacement of the machines, which is due to commence later this financial year, will rectify this issue (see para 8.2.8).
- adopting a consistent approach across all car parks and harmonize tariffs where possible within each town whilst respecting their separate identities.

8.1.6 In summary these proposals include:

- (i) Applying a further 10p increase to the one-hour tariff bands across all Council operated off-street car parks in Hitchin, Letchworth and Royston including the after 3pm one hour tariff band in all Hitchin car parks.
 - (ii) Increasing the 0-2 hour tariff in the Lairage MSCP by 5p – i.e. from £1.25 to £1.30 to align with the one-hour tariff band in the other long stay Hitchin car parks of Bancroft and Woodside.
 - (iii) Increasing the half hour tariff by 10p in Knebworth from 30p to 40p but retaining the one-hour tariff.
 - (iv) Rationalizing all the 5p tariffs across all car parks to facilitate usage of the machines, this will result in the majority of the tariffs increasing by 5p, with some reductions to the all day tariff in the Letchworth long stay car parks, the two and four hour tariff in the Letchworth Town Hall short stay car park, and to the three hour tariff in the Royston Princes Mews car park.
 - (v) In Knebworth, given the smaller size of the high street and in seeking to encourage visitors to stay longer to support the local businesses, the 5p tariff has been removed, thereby reducing the two-, three- and four-hour tariffs by 5p.
 - (vi) Retaining the off-peak incentive after 3pm in Royston, where the subsidised full ‘free after 3pm’ policy in all Royston car parks will be retained until such time as this policy is reviewed, such as in light of the Hertfordshire County Council Sustainable Travel Town Initiative¹.
 - (vii) Retaining all other tariff bands as per the 2021/22 prices (unaltered in 2022/23) across all car parks.
- 8.1.7 Rounding the 5p tariffs up across all car parks in addition to the proposed 10p one hour tariff increase would increase the overall parking revenue by 2.4%. This is slightly more (equivalent to additional income of around £6,800) than the budget expectation of 2%, based on the current composition of demand for each tariff.
- 8.1.8 Both Options were discussed with Exec Member and Deputy, and it was agreed that the second Option should be consulted upon. These proposed Tariff changes are presented in Tables 1 to 5 at Appendix A.

¹ The HCC Sustainable Travel Town Initiative is a concept being promoted by HCC through their LTP4 which seeks to promote more active and sustainable modes of travel and includes implementing measures to reduce car travel.

8.2 Summary of comments and considerations

8.2.1 Comments were received from the Area Forum Meetings, Royston and Letchworth BIDs, Royston Town Council and Knebworth Parish Council. No comments have been received from Hitchin BID – despite being sent a reminder towards the end of the consultation period.

8.2.2 *The key comments are summarised as follows:*

- The rationale for the proposed tariff changes were noted taking into consideration the inflationary increases and the impacts across all sectors of the economy.
- Mixed views were received regarding the proposed 10p increase to the one-hour tariff bands, with concerns raised on the basis of the current economic hardship.
- Questioning the perceived gap between different tariff structures in the case of St. Martins Car Park in Knebworth compared to other car parks in Letchworth and Royston and suggesting that the 2-hour tariff at St. Martin's Road Car Park be reviewed from £1.50 to 80p to accord with the 10p differential between 1 and 2 hour tariffs in the Civic Centre Car Park in Royston.
- Welcoming the retention of the subsidised parking scheme in Hitchin and Royston, where:
 - in Hitchin specific comments were made suggesting that the flat rate after 3pm should not cost more than the 1-hour rate and to give consideration to freezing the tariffs post 3pm as per 2022/23 rate.
 - in Letchworth consideration could be given to other possible options
 - In Knebworth welcomed the option to subsidise the 30min parking as free parking
- Season tickets should not be increased.
- Blue Badge holders should not be charged.
- Reference was made to progressing with the alternative methods of payment project but not moving entirely to pay by phone and ensuring that sufficient time is given for people to either pay or register for their parking session once parked up.

The Detailed Comments are set out in Appendix B. Specific comments are addressed below:

8.2.3 *Freezing the post 3pm tariffs in Hitchin Car Parks (Hitchin and Southern Rural Area Forums)*

8.2.3.1 The suggestion of freezing the post 3pm tariffs and not increasing these above the one-hour rate is in effect the same point in retaining the flat rate fee as per 202/23 prices. This would result in a 1.8% increase which is below the 2% inflationary increase (i.e. with a shortfall of circa £3,500) and has therefore been dismissed as other tariffs and possibly Season Tickets (which have not recovered to pre-Covid levels) would have to be increased to meet the inflationary target. In addition, this option (i.e. option two) is considered reasonable as this permits visitors to park for up to 3 hours after 3pm for a flat fee of either £1.40 in the long stay car parks or £1.60 in the short stay car parks.

8.2.4 *Differential parking Charges in Knebworth compared to Letchworth and Royston (Knebworth PC and Southern Rural Area Forum)*

- 8.2.4.1 St. Martin's Road car park is a short stay car park, is well utilised and seeks to support the local businesses and visitors to ensure turnover of spaces. This car park therefore operates differently to the two Letchworth Car parks offering 2-hour free parking as these are out of centre car parks supporting visitors to the Norton Common recreation facilities. (Note there is no free parking offered in Hitchin and it is assumed that the PC meant Letchworth in their response).
- 8.3.4.2 The difference in the one- and two-hour tariff at St Martin's car park is compared to the Royston Civic Centre/Town Hall car park and it is suggested that this should be reduced from £1.50 to 80p to accord with the 10p difference between the 1 and 2 hour tariff in the Civic Centre car park.
- 8.3.4.3 Apart from the Civic Centre Car Park, the difference between the one- and two-hour rate ranges from £1.10 in Hitchin to 70p in Letchworth and 80p in Royston car parks. The lower two-hour tariff in the Royston Civic Centre car park seeks to address the underutilisation of this car park, being a long stay car park as well as being located on the edge of the town centre away from the core shopping area.
- 8.4.4.4 To reduce the 2-hour tariff as proposed in St. Martin's car park would increase the overall parking revenue by 2.3%. This is slightly less than the 2.4% preferred option (equivalent to additional income of around £4,820 i.e. a difference of circa £1,980) Given that St. Martin's Road car park operates as a short stay car park and at near capacity thereby ensuring turnover of spaces to support local businesses, it is recommended that this option is not supported.

8.2.5 *Season Tickets and Business Permits (Hitchin Area Forum)*

- 8.2.5.1 It is not proposed to increase Season Tickets prices in the Council's long stay car parks or to increase Business Permits in St. Martins Road car park in Knebworth for 2023/24. There has been a continued reduction in the take up of Business Permits given the change in employer habits over and since the pandemic with more people continuing to work from home and commuting less into their place of work. Officers will continue to monitor the uptake over the coming year and in consultation with the Exec Members for Finance and for Planning & Transport may consider reviewing its approach going forward including the requirement to adjust the overall budget.

8.2.6 *Off-peak parking incentives (Knebworth PC and Letchworth BID)*

- 8.2.6.1 As part of the Car Parking Tariff Report considered by Cabinet on 16 March 2021 the following recommendation was agreed:

“(7) That delegated powers be granted to the Service Directors – Regulatory and Resources in consultation with the Executive Members and Deputy for Planning and Transport and for Finance and IT to consider and agree requests for subsidised parking within the council operated car parks.”

- 8.2.6.2 The request and agreement from Knebworth Parish Council to subsidise the 30-minute free parking to the value of circa £2,700 is supported by the Exec Member and Deputy. This will require an amendment to the current Off-street Parking TRO in order to be legally compliant. Knebworth PC has also agreed to contribute towards the cost of amending the TRO.
- 8.2.6.3 Equally officers and the Executive Member are open to discuss other subsidised parking incentives and options across Letchworth as suggested by the Letchworth BID.

8.2.7 *Blue Badge Holders (Letchworth and Royston & District Area Forums)*

- 8.2.7.1 It is not the Council's intention to charge for blue badge holders, at present blue badge holders can park for free in the Council car parks, providing they display their blue badge and do not exceed the maximum stay specified within the car park.

8.2.8 *Alternative Methods of Payment (Hitchin, Southern Rural and Letchworth Area Forums)*

- 8.2.8.1 It is the Council's intention to introduce alternative methods of payment that will enable visitors to stay longer (including moving towards more cashless payment options) to help support the vitality of town centres. This work has commenced and will be implemented over the next 18 months. Pay by Phone will continue to be an option for payment.

8.2.9 *Mixed Views to the proposed options (All Stakeholders consulted)*

- 8.2.9.1 Mixed views were received, some suggesting higher increases, or no comments were received at all. Comments regarding the increases were more aligned with impacts on local businesses. The rationale for the proposed tariff changes is set out under Option Two at para 8.1.5 above.

8.3 *Resident Permits, Evening, Sunday and Bank Holiday Charging.*

- 8.3.1 Following discussion with the Executive Member and Deputy for Planning and Transport there is no proposal to increase resident, business or visitor permits and visitor ticket books for each of the Council's resident permit parking zones across the District for 2023/24 or to introduce Evening, Sunday and Bank holiday charging at this point in time. The Council is currently breaking even and on target with its resident permit scheme. Officers are in the process of reviewing all types of parking permits offered, both on street and off street including the introduction of virtual permits. This will form a separate report to Cabinet later this financial year.

- 8.3.2 The introduction of Evening, Sunday and Bank holiday charging will need to form part of a wider policy review, in terms of managing the volume and type of off-street parking and on-street parking in surrounding streets, whilst encouraging people to use more active and sustainable forms of transport, as well as assessing any likely impact on the vitality and viability of the town centres.

8.4 *Parking Charges for Electric Vehicle Charging Bays*

- 8.4.1 There is an increasing demand in which to introduce more EVCP infrastructure across the district to meet the Governments targets and to Councils Climate Change Strategy.

- 8.4.2 There is an action within the Council's Climate change Action Plan which states:
'Exploring the possibility of making it cheaper for zero emission vehicles to use Council car parks',

- 8.4.3 At present visitors who use the EV bays can park without having to pay for a parking session within the Council's car parks, and it is being observed that visitors are charging their vehicle for a reduced period, with the cable still connected whilst taking advantage of the free parking session, as they can park for up to 3 hours within our car parks whilst charging their vehicle. This restricts the turnover of available EV bays for other visitors to our town centres.

- 8.4.4 The Council is looking to replace the existing 10 publicly available EVCP and install an additional 26 charge points across its car parks as part of the 1st phase of its EV Strategy,

and this number is expected to increase as more funding opportunities become available. This potentially will result in loss income to the Council and its future funding requirements in the on-going management and maintenance of its car parks.

8.4.5 It is therefore proposed that consideration is given to introducing charging for parking sessions in EV bays within the Council car parks during the chargeable hours. Charges would not apply to bays being used out of hours – i.e. in evenings, Sundays and Bank holidays. This will result in a requirement to amend the current off street traffic regulation orders.

8.4.6 It is suggested that other options could be considered as part of the permit parking project to offer discounts for EV vehicles which would accord with the Council's action at para 8.4.2.

8.5 Officer summary

8.5.1 This report to Cabinet is concerned with presenting a tariff structure that seeks to manage car park usage and reflect inflationary cost pressures as determined by the budget estimates for 2023/2024 and its implementation as soon as possible in this financial year. Following discussion with the Executive Member and Deputy for Planning and Transport it is the officer recommendation that Cabinet consider and agree the tariff increases as proposed at *Option Two*. These proposed tariff increases are set out in Tables 1 to 5 for each town at Appendix A attached to this report.

8.5.2 This report also seeks to introduce car park charging sessions within EV Parking Bays within the Council operated car parks in order to address future demand and potential impacts on the Councils income stream in managing its car parks. Following discussion with the Executive Member and Deputy for Planning and Transport it is the officer recommendation that Cabinet consider and agree this proposal.

9. **LEGAL IMPLICATIONS**

9.1 Under the Terms of Reference for Cabinet, paragraph 5.7.30 of the Constitution states that the Cabinet should by way of resolution determine charges for car parking.

9.2 The proposed tariff changes will be required to be published as a Notice of Variation to the North Hertfordshire District Council (Off-Street Parking Places) Order 2014, and to the North Hertfordshire District Council (Off- Street) (Knebworth) (Amendment) Order 2012 in the local papers under Section 35C of the Road Traffic Regulation Act 1984 and in compliance with Section 25 of part V of the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996. Such Notice of Variation will give a minimum of 21 days notice of when the new parking tariffs will be implemented. Site notices will be displayed in all affected car parks.

9.3 The proposed inclusion of charging for a car parking session whilst parked and charging an EV within an EV parking bay will require an amendment to the North Hertfordshire District Council (Off-Street Parking Places) Order 2014, the North Hertfordshire District Council (Off-Street Parking Places) (Baldock) No.2 Order 2014 and to the North Hertfordshire District Council (Off- Street) (Knebworth) (Amendment) Order 2012 and any other North Hertfordshire Off Street Order considered relevant. Such amendments will accord with the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996.

10. FINANCIAL IMPLICATIONS

- 10.1 The budget for 2023/24, approved by Full Council in February 2022, includes estimated additional income from inflation to the Council of £39,500 for parking tariffs.
- 10.2 The Council's policy with regard to parking fees and charges is that an inflationary increase of 2% will be applied annually. This is for modelling purposes and the actual increase is considered each year. For 2023/24 the forecast increase in income is £39.5k from pay-as-you-use income charges and £4.3k from the sale of car park season tickets.
- 10.3 The approach taken, and assumptions made in estimating the financial impact of the proposed pay-as-you-use tariff structure, as laid out in Tables 1 to 5 at Appendix A, are explained in the body of this report. While the actual impact on parking activity from the proposed tariff structure is unknown, particularly with the recovery from the pandemic and the impact of the increases in the overall cost of living on our car parks, the income estimates derived are based on the usage figures from April 2022 to March 2023 and have been adjusted to reflect the income expectation in relation to ad-hoc parking charges within the approved budget for 2023/24. A separate budget adjustment for the continuing impact from Covid-19 recovery will be made relating to the usage.
- 10.4 The intended retention of the full 'free after 3pm' policy in all Royston car parks is estimated to have an adverse impact of approximately £11k on the total income estimate, this will continue to be subsidised by an annual contribution from Royston First BID and County Councillor Hertfordshire Locality Budgets for this financial year. Royston Forum are yet to advise if they will be making a contribution this financial year. This budget will need to be reviewed for 2024/25. Once introduced Knebworth Parish Council will subsidise the 30min free parking tariff option at St. Mary's Car Park. This will be a contribution of £2,700 and will be reviewed annually together with inflationary increases and usage data.
- 10.5 There is a budget set-aside for the cost of implementing the proposed tariff increases including publishing the notices, advertising the increased car parking tariffs in the local press, amending tariff boards and making adjustments to the car park payment machines.
- 10.6 The work required to amend the Off-Street Traffic Regulation Order in relation to the introduction of a tariff structure for EV Bays and to accommodate the subsidised parking option within Knebworth will be funded from existing budgets and reserves. The Parish Council has agreed to contribute £300 towards amending the St.Martins Road Off-Street Traffic Regulation Order.
- 10.7 Work on progressing with the alternative methods of payment project and review of the Council's permit scheme will be undertaken by officers and where additional technical/consultant expertise is required will be funded from existing budgets and reserves.

11. RISK IMPLICATIONS

- 11.1 The risks to car parking income have been considered as part of the assessment. The recommendations have been made whilst acknowledging that there is a financial risk that the review of tariff structure might not produce the estimated income and could result in downward trend in parking sales, as observed at the end of 2020/21 and 2021/22 as a result of the pandemic. In particular with regard to the sale of Season Tickets. Car parking usage and income is continually monitored throughout the year, including as part of the regular revenue monitoring reports.

12. EQUALITIES IMPLICATIONS

- 12.1 In line with the Public Sector Equality Duty, public bodies must, in the exercise of their functions, give due regard to the need to eliminate discrimination, harassment, victimisation, to advance equality of opportunity and foster good relations between those who share a protected characteristic and those who do not.
- 12.2 There are no direct equality issues arising from this report. There is a range of charging/payment options which will still remain available to cater for the widest needs of local car park users. The realignment of the tariffs seeks to improve turnover and usage throughout day thereby supporting the town centre businesses and benefit the economy of North Hertfordshire. Amidst the slight increases, season tickets in long stay car parks, resident permits, visitor permits, business permits or visitor tickets for resident permit zones remain the same and the after 3pm subsidy in Royston continues for their benefit.

13. SOCIAL VALUE IMPLICATIONS

- 13.1 As the recommendations made in this report do not constitute a public service contract, the measurement of 'social value' as required by the Public Services (Social Value) Act 2012 need not be applied, although equalities implications and opportunities are identified in the relevant section at Paragraph 12.

14. ENVIRONMENTAL IMPLICATIONS

- 14.1 The NHDC parking strategy seeks to minimise environmental impacts where possible in regard to Off-street parking. As noted at paragraph 8.1.6 there may be further reduction in car travel with the implementation of the Hertfordshire County Council Sustainable Travel Town Initiative in some areas.

15. HUMAN RESOURCE IMPLICATIONS

- 15.1 There are no new human resource implications arising from the contents of this report. Officers will be responsible for implementing the new tariffs, undertaking the necessary amendments to the Traffic Regulation Orders, preparing the business case for alternative methods of payment alongside appointed consultants as well as progressing with the permit review project.

16. APPENDICES

- 16.1 Appendix A: Proposed 2023/2024 Parking Tariff Changes for NHC Off-Street Managed Car Parks
- 16.2 Appendix B: Summary of Comments from Key Stakeholders.

17. CONTACT OFFICERS

Report authors

- 17.1 Louise Symes, Strategic Planning and Projects Manager
Ext 4359 louise.symes@north-herts.gov.uk
- 17.2 Ian Fullstone, Service Director - Regulatory, Ext 4480 ian.fullstone@north-herts.gov.uk

Contributors

- 17.3 Antonio Ciampa, accountancy Manager, Ext 4566 antonio.ciampa@north-herts.gov.uk
- 17.4 Shah Mohammed, Group Accountant, Ext 4240 shah.mohammed@north-herts.gov.uk
- 17.5 Jonathan Charter, Parking Enforcement Manager, Ext 4358 jonathan.charter@north-herts.gov.uk
- 17.6 Ian Couper, Service Director - Resources, Ext 4243 ian.couper@north-herts.gov.uk
- 17.7 Nurainatta Katevu, Property and Planning Lawyer, Ext 4364 nurainatta.katevu@north-herts.gov.uk
- 16.8 Reuben Ayavoo, Policy and Community Engagement Manager, Ext 4212
reuben.ayavoo@north-herts.gov.uk
- 17.9 Jo Keshishian Human Resources Operations Manager, Ext 4414 jo.keshishian@north-herts.gov.uk

18. BACKGROUND PAPERS

- 18.1 North Hertfordshire District Council Parking Strategy 2019 - 2031(adopted January 2019)
<https://www.north-herts.gov.uk/home/parking/parking-strategy>
- 18.2 Cabinet Report 13 Sept 2022 – Proposed Increase in Car Parking Tariffs 2022-23 Item Ref: 117 [Agenda for Cabinet on Tuesday, 13th September, 2022, 7.30 pm | North Herts Council \(north-herts.gov.uk\)](#)
- 18.3 Appendix A – North Herts Council Climate Change Strategy: Proposed Actions 2021-2026 (adopted March 2021) [NHDC-294 NHDC Climate change Strategy 21-26 Appendix A.pdf \(north-herts.gov.uk\)](#)