

NOTICE OF MEETING

CABINET MEMBER SIGNING

Friday, 16th March, 2018, 1.00 pm - Civic Centre, High Road, Wood Green, N22 8LE

Cabinet Member for Environment – Cllr Mitchell

Quorum: 1

1. FILMING AT MEETINGS

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2. URGENT BUSINESS

The Leader/Cabinet Member will advise of any items they have decided to take as urgent business.

3. DECLARATIONS OF INTEREST

A member with a disclosable pecuniary interest or a prejudicial interest in a matter who attends a meeting of the authority at which the matter is considered:

(i) must disclose the interest at the start of the meeting or when the interest becomes apparent, and

(ii) may not participate in any discussion or vote on the matter and must withdraw from the meeting room.

A member who discloses at a meeting a disclosable pecuniary interest which is not registered in the Register of Members' Interests or the subject of a pending notification must notify the Monitoring Officer of the interest within 28 days of the disclosure.

Disclosable pecuniary interests, personal interests and prejudicial interests are defined at Paragraphs 5-7 and Appendix A of the Members' Code of Conduct

- 4. THE REVIEW OF PARKING PERMIT POLICY AND CHARGES - RESULTS OF STATUTORY CONSULTATION. (PAGES 1 - 28)**
- 5. URGENT BUSINESS**

As per item 2.

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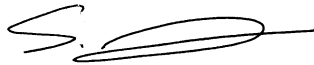
Thursday, 08 March 2018

Report for: Cabinet Member Signing

Title: The Review of Parking Permit Policy and Charges – Results of statutory Consultation.

Report

Authorised by: Stephen McDonnell, Interim Director of Commercial and Operations



Lead Officer: Ann Cunningham, Head of Operations

Ward(s) affected: All

Report for Key/Non Key Decision: Key

Describe the issue under consideration

1.1 This report sets out the results of the statutory consultation undertaken on proposed changes to parking permit policy and charges. The changes proposed include aligning the Council's CO₂ emission banding with the DVLA's Vehicle Tax bandings, and rationalising the visitor permit offer.

2. Cabinet Member Introduction

2.1 Parking policy makes a significant contribution to the delivery of the Council's Transport policies and Corporate Plan objectives. Our policies and programmes have been carefully considered to take account of environmental issues and tailored to include related measures that improve air quality by reducing harmful emissions from transport. These also involve us encouraging residents to move to more sustainable modes of transport, including walking and cycling. Whilst many of our residents will still choose to own a car, we hope to encourage a change to less polluting vehicles.

3. Recommendations

3.1 That the Cabinet Member for Environment:

- a) Considers the objections to the proposed changes and officers' response to those objections – (subject to 3.1f below).
- b) Following due consideration approves the implementation of the changes proposed to the CO₂ emission charge bands; as set out in Appendix 1 – (subject to 3.1f below).
- c) Following due consideration approves the changes proposed to the Visitor permit scheme as set out in paragraph 6.7 – (subject to 3.1f below).

- d) Following due consideration agrees that visitor permits will continue to be valid until their displayed expiry date – (subject to 3.1f below).
- e) Agrees to the operational start date for the changes to be from 03 April 2018 – (subject to 3.1f below).
- f) Considers consultation responses received after 23rd February and up to 13th March within an addendum to this report.

4. Reasons for decision

4.1 The Council is required to consider the feedback to the Statutory Consultation undertaken on changes to parking permit policy, and following due consideration, make a decision whether or not proceed with implementation.

5 Alternative options considered

5.1 Alternative options were previously considered. In the main, these involved retaining existing arrangements, however when considering the contribution that permit policy makes to the delivery of Corporate objectives, it was felt that these policies should be reviewed and adjusted periodically.

6 Background information

6.1 The review of parking permit policy and charges was identified within the Medium Term Financial Strategy (MTFS) report February 2017, considered by Members in June 2017 - authorising officers to proceed to statutory consultation on a number of changes.

6.2 When setting or reviewing parking charges the Council considers:

- the Council's transport and wider policy objectives
- statutory or legal requirements that may affect the setting of fees
- car ownership patterns
- the increasing demand for parking
- traffic management issues
- market conditions – (parking charges in other boroughs)
- cost of delivering the service
- impact of charges on relevant stakeholders

CO₂ emission charging structure

6.3 The changes consulted on primarily involve aligning the permit CO₂ emission charge bands with the DVLA vehicle tax model. As the DVLA are the experts in this area, it is felt appropriate to rely on their categorisation of CO₂ emissions rather than justify our own. This also replaced the existing incremental charge for additional permits per household, which proved difficult to administer. Proposals also involved the introduction of a six monthly residential permit option, to aid those with short term tenancies or those who, on economic grounds, would rather not purchase an annual permit. This would add to the already complex arrangements associated with the higher charge that applies to households with more than one vehicle. Appendix 1 sets out the proposed charge by permit type.

Visitor Parking Permits

- 6.4 Changes proposed to Visitor Permits involves limiting the offer to an hourly and daily permit. It also proposes to remove the upper limit on the number of visitor permits / vouchers that can be purchased in any year. The existing charge for hourly permits are very low at 35p and proposed changes include increasing the cost of the hourly permit, bringing it into line with charges that apply in other boroughs. All existing permits purchased by residents remain valid until their expiry dates. Sample prices from other boroughs can be seen in Appendix 2.
- 6.5 At present Visitors permits contain expiry dates, which were originally intended as a means of stock control. This means that many of those permits may be valid for up to 5 years. Because of their relatively low cost many residents purchase large numbers of these permits. Many fail to use them during the period in which they were valid, and then seek to obtain a refund for the unused permits. This results in additional administrative and financial costs to the Council.
- 6.6 It was originally proposed that Visitors permits would be valid for one year only and would need be used within that year. However, having considered the feedback during the consultation and the likely development of an Electronic Visitor permit offer in the future, it is now recommended that visitor permits continue with existing lifetimes. The changes proposed are set out in the table below;
- 6.7 The table below sets out existing arrangements and the recommended changes;

Current offer	Charge and numbers of permits that be purchased annually	Proposed offer	Charge
Daily VP	240 @ £3.50	Daily permits (no upper Limit)	£3.50
Weekend permit	12 @ £8.50	N/A	N/A
Two week permit	2 @ 13.70	N/A	N/A
2 hour permit	240 @ 70p	N/A	N/A
1 hour permit	480 @ 35p	1 hour permit (No upper Limit)	80p
<i>Concessionary scheme; double the allocation of permits at 50% discount to residents who are registered disabled or aged 60 years and older.</i>		<i>Concessionary scheme; 50% reduction in charge to residents who are registered disabled or aged 65 years and older.</i>	

- 6.8 It was intended that Traders Permits would be replaced with a Permission to Park, similar to that offered in many London Boroughs, easing access to parking for those needing it at short notice. However, it has since been established that further IT developments are necessary to fully facilitate enforcement of this arrangement. This new arrangement will be implemented as soon as the IT functionality is established.

7. Contribution to strategic outcomes

7.1 The changes proposed will support the delivery of the Council's agreed Transport Strategy, will encourage the use of more fuel efficient vehicles, help manage demand for parking space, help reduce the number of short trips, will encourage walking and cycling and the use of public transport.

8. Statutory Consultation

8.1 By virtue of s46A of the Road Traffic Regulation Act 1984 there is no requirement under statute to consult on the proposals to increase the cost of parking permits, and the Council need only give 21 days' notice that they intend to do so. The Council have chosen to carry out more consultation than is required by statute and undertook a 21-day statutory consultation on all the proposals.

8.2 Details of the proposals were published in local newspapers, the London Gazette and on the Council's website. Notices advising of the consultation and details of where to obtain further information were placed in prominent places throughout the borough. An email was sent to all existing CPZ permit holders who had given their details to the Council. This was in excess of 20,000 residents.

8.3 In summary the Council received 675 responses to proposals. The principle feedback received falls into eleven main categories:

Objection 1 - restructuring of visitor permits and removal of the 2-hour permit is unfair (money making scheme) as is the price increase for the 1-hour permit / unfair to residents in all day and event day CPZ's (151 responses)

Council response

There is a need to rationalise the visitor permit offer, ensuring that residents can receive visitors, but within the spirit of our overarching transport policies and strategies. The current offer significantly exceeds that offered in other London Boroughs, increasing administration costs, with very low uptake of some permits.

Hourly visitor vouchers can be used consecutively, if parking is required beyond one hour. With the removal of the upper limit on the number that can be purchased, removing the 2 hourly voucher has very little impact. The charge proposed for the hourly permit is now more reflective of that charged in other London boroughs and very reasonable when compared with the on-street short stay parking charges. Concessionary charges are retained for those registered disabled or aged 65 years or over. It should be noted that purchased 2 hr permits may continue to be used until their expiry date.

Those residing in all day and Event CPZs benefit from the protection that this offers, in terms of prioritising parking facilities for them and their visitors through the presence of Civil Enforcement Officers throughout those hours. It also reduces parking stress, keeping the streets safe during the operational hours.

Objection 2 - that increases are extortionate and unjustified (120 responses).

Council response

The changes proposed will support the delivery of the Councils agreed Transport Strategy and will encourage the use of more fuel efficient vehicles, help manage demand for parking space, reducing short trips, encouraging walking and cycling and the use of public transport.

The Council has not reviewed parking permit charging structures for several years. The new banding structure is intended to encourage ownership of less polluting vehicles. We are aligning the Council's CO₂ charge bands with the widely known DVLA CO₂ vehicle tax emissions bandings. It should be noted that many residents will have their permit charges reduced, others will find little or no change and those owning higher emission vehicles will pay more. The increase in parking charges is proportionate to the aim of covering the administration and enforcement costs of CPZs and is in line with parking charges in other boroughs. In addition, through the Transport Strategy Action Plans, all residents will be encouraged to take advantage of more sustainable travel options including car clubs, car sharing and better public transport. The introduction of a six monthly permit will also help those, who for economic reasons would prefer not to purchase an annual permit.

Objection 3 – removing limits on visitor permit numbers will undermine effectiveness of CPZ's (103 responses).

Council response

With the proposed removal of the 2 hour and weekend visitor permit, it may be difficult for residents to know how many hourly or daily visitor permits they will need. Therefore, we have proposed to remove the upper limit on the numbers of visitor permits that may be purchased. There are concerns that removing the upper limit may result in visitor permits being sold on to commuters, but we will closely monitor the use of those permits and if fraudulent use becomes evident, we will then consider re-introducing an upper limit.

Objection 4 - It is unfair that visitor permits will expire at the end of calendar year (101 responses)

Council response

At present the Visitors Vouchers contain expiry dates, which were originally intended as a means of stock control. This means that many of those permits may be valid for up to five years. Due to the relatively low cost many residents purchase large numbers of permits. Many fail to use them during the period in which they were valid, and then seek to obtain a refund when not used; resulting in additional administrative and financial costs to the Council.

However, having considered the feedback during the consultation and the likely development of an Electronic Visitor permit offer in the future, it is recommended that visitor vouchers continue within existing lifetimes.

Objection 5 - charges unfair to residents including those who need carers (38 responses)

Council response

The changes proposed will support the delivery of the Council's agreed Transport Strategy and will encourage the use of more fuel efficient vehicles, and help manage demand for parking space, reducing short trips and encouraging walking and cycling and the use of public transport.

There are a number of options available to carers, and this includes permits (carers) charged at the same level as residential permits. Hourly and Daily permits may be used and removing the upper limit on numbers that may be purchased will help residents who chose this option. While the cost of the hourly permit is increasing, it still represents very good value, especially when compared to other London boroughs.

Objection 6 - Inadequate information and consultation / lack of time to consider changes (30 responses)

Council response

Under the current regulations, the Council is not required to consult on permit increases and may apply these by undertaking a Statutory Notification. We have therefore chosen to carry out a wider consultation than we are required to do so by law.

The consultation included:

Details of the proposals published in local newspapers, the London Gazette and on the Councils website.

Notices advising of the consultation and details of where to obtain further information placed in prominent places throughout the borough.

In addition, where possible we contacted permit holders individually by email alerting them to changes proposed.

Although there is no requirement to individually consult residents on permit price changes, the Council decided to go beyond current requirements, and send an e-mail to registered residents permit holders. Unfortunately, due to the sheer number of e-mails being sent, some were not sent at the start of the consultation period. However, although the consultation period was due to close on 23rd February, responses will be accepted until 13th March and considered by the Cabinet Member within an addendum to the main report.

Objection 7 - adverse impact on traders, carers and other services for residents (17 responses)

Council response

Proposals are not restricting access to parking permits, but ensuring that arrangements support the delivery of our wider transport policies. We aim to introduce a more affordable six monthly permit. The proposed 'permission to park' allows instant access to parking, and removal of the upper limit on the numbers of visitors permits that can be purchased, should help remove any barriers that currently exist.

Objection 8 - unfair to raise age bar (11 responses)

Council response

The qualifying age for age at which residents can access the concessionary scheme was set over 20 years ago, when 60 years of age was accepted as the average retirement age. The concession was intended for those of retirement age and those registered disabled. Requiring people aged 60 - 65 to pay full parking charges in line with other people of working age is proportionate to the aim of covering the administration and enforcement costs of CPZs, while continuing to provide concessionary rates to more vulnerable residents in the borough. In addition, through the Transport Strategy Action Plans, all residents will be encouraged to take advantage of more sustainable travel options including car clubs, car sharing and better public transport.

Objection 9 - Permit charges should be based on vehicle use rather than on engine size or other criteria (6 responses).

Council response

This is not a developed charging solution and as such would be extremely difficult to administer. In addition, such a charging system would also have limited value in encouraging the switch to and use of low-polluting vehicles.

Objection 10 - Changes to emissions banding do not go far enough and do not discourage car use – especially diesel vehicles (2 responses)

Council response

The Council through its policies and charging structures (parking), encourage CO₂ reduction. The proposals under consultation are in line with those policies. The Council is mindful of all air pollutants from diesel vehicles and has commissioned the development of a charging model that takes account of them all. This will feed into any future parking charge review.

Objection 11 - other permit related comments (96 responses)

Council response

Not specific to this consultation and or contained / responded to within Objections 1-10 above.

Comment received from Tottenham Hotspur FC.

1. The Club is concerned about the apparent removal of any cap on the number of daily visitors permits that can be purchased by residents. Even with the levying of a relatively small charge (£3.50), the system could potentially be open to abuse and the operation of the CPZ undermined, if passes are sold on to spectators on Major Event Days (as has been experienced at other venues). This could increase parking pressure in the area on Major Event Days; exacerbate the impact of any road closures; and adversely affect the operation of both TfL buses and the Club's own shuttle buses. What steps will the Council be taking to eliminate or reduce this risk?
2. The Club is also concerned about the timing of the proposed amendments in light of the increase in stadium capacity; the introduction of a significant extension to the Major Event Day CPZ in both Haringey and Enfield; and the absence of any Code of Enforcement (which we understand is still being drafted) to ensure that the Major Event Day CPZ will be operated effectively. Would it not be more prudent to assess the operation of the new stadium and the effectiveness of the enlarged CPZ and wider transport strategy over the first season or two before implementing any changes that might potentially undermine its operation?

Council Response

The changes are proposed in response to requests from residents, who over the course of the year need to receive visitors. We will monitor the situation and if there is evidence of those permits being sold on by residents, will we re-introduce an upper limit on numbers that can be purchased.

A full list of consultation comments received is available upon request.

9. Comments of the Chief Finance Officer and Financial Implications

- 9.1 This report summarises the responses to statutory consultation on changes proposed to the CPZ Permit CO₂ emission charge bands, to the Visitor permit scheme and the traders parking permit.

The levels of changes are illustrated as per the tables in the report. All other costs associated with implementing these proposals will be met from existing budgets.

The Council is required to maintain a separate account of its on-street parking business activities and to report the outcome and the use made of any surplus generated annually to the Mayor of London. The account must contain all expenditure and income

in relation to the provision, management and enforcement of on-street parking in the Borough.

The use of any surplus is governed by Section 55 of the Road Traffic Regulation Act, 1984 which specifies that the surplus may be used for:

- making good to the General Fund for any deficits incurred in the On-Street Parking Account during the previous four years; or
- meeting the cost of the provision and maintenance of off-street car parking in the Borough.

The Council intends to use the income it receives to meet the cost of the provision and maintenance of parking within the Borough.

The cost of advertising the changes, if approved, will be contained within existing budgets.

10 Comments of the Head of Legal Services and Legal Implications

10.1 The Council has legal authority under the Road Traffic Regulation Act 1984 (as amended) (“the 1984 Act”) to introduce and review charges for parking in its area. In doing so, the Council can only introduce or vary parking charges for the purpose of relieving or preventing congestion of traffic.

10.2 There are no limits on the amount that a local authority can charge for parking permits and vouchers. Guidance issued by the Department of Transport on parking policy and enforcement (March 2015) recommends that authorities should set charges at levels which are consistent with the aims of the authority’s transport strategy, including its road safety and traffic management strategies.

10.3 By virtue of section 46A of the 1984 Act, there is no statutory requirement for the Council to consult on the proposals to vary its parking charges. The Council must publish notice of variation in at least one local newspaper at least 21 days before the change comes into force. However, the Council must undertake a full statutory consultation on its proposal to amend visitors parking permits and replace traders’ permits. This item reports on feedback during consultation on all of the proposed changes and the Council must ensure that notice and consultation is carried out in compliance with the 1984 Act and the Local Authorities’ Traffic Orders (Procedure) (England and Wales) Regulations 1996 (as amended) (“the Regulations”). The Council must give full and proper consideration to all feedback and representations received.

The Council’s consultation procedures in accordance with 1984 Act and the Regulations are as follow - ‘a notice of proposal’ to make the required traffic management orders will be advertised in the local press, and, if considered appropriate, in the London Gazette. The Council will then observe a 21 day statutory consultation period. If any objections are received during this period the council will consider them via a report to the Cabinet Member for Environment before proceeding. When any objections have been considered the Council will then advertise a ‘notice of making’ in the local press, and, if considered appropriate, in the London Gazette. After this point the traffic management order’s come into effect and changes can be made as required.

10.4 The decision to consult on the proposed changes to facilitate the discharge of the Council's parking functions under the 1984 Act is an executive function and may be delegated to an individual Cabinet Member in accordance with the Constitution.

11 Comments of the Head of Procurement

11.1 N/A

12. Equality

12.1 The Council has a Public Sector Equality Duty under the Equality Act (2010) to have due regard to the need to:

- Eliminate discrimination, harassment and victimisation and any other conduct prohibited under the Act
- Advance equality of opportunity between people who share those protected characteristics and people who do not
- Foster good relations between people who share those characteristics and people who do not.

The three parts of the duty applies to the following protected characteristics: age, disability, gender reassignment, pregnancy/maternity, race, religion/faith, sex and sexual orientation. Marriage and civil partnership status applies to the first part of the duty.

12.2 The Equality Impact Assessment (EqIA) published with this report as Appendix 3, has identified the following impacts:

- Households with lower incomes who do not qualify for concessionary charges will be negatively impacted by the increase in parking costs. This is more likely to include single parent households – more likely to be headed by women – and BAME households (who in Haringey generally have lower incomes than non-BAME households). The 6 monthly residential permit will help mitigate the impact on low income households.
- Women are more negatively impacted by the increased parking charge as they are more likely to depend on cars due to pregnancy or because they are more likely to be primary carers to small children.
- People aged 65+ and those with disabilities will continue to receive concessionary rates. People aged 60 – 65 will be negatively impacted by these proposals; however, they are of working age and therefore the change brings their charges into line with other working people.

12.3 However, the EqIA concluded that the relatively small increase in parking charges is proportionate to the aim of covering the administration and enforcement costs of CPZs and is in line with parking charges in other boroughs. In addition, through the Transport Strategy Action Plans, all residents will be encouraged to take advantage of more sustainable travel options including car clubs, car sharing and better public transport.

13. Use of Appendices

- Appendix 1 – Changes proposed by permit type
 Appendix 2 – Sample charges and permit offer in other boroughs
 Appendix 3 – EqIA

14. Local Government (Access to Information) Act 1985

- Report for Single Member Signing on the Review of parking permit policy and charges, June 2017.
- Report to Cabinet on introduction of a CO2 emissions based permit charge 2007.
- DVLA vehicle licensing arrangements

Appendix 1: Proposed Changes by Permit Type

1) Residential Parking Permits

CO2 Emission Band (CO2 g/km)	Proposed charge Annual	Proposed Charge 6 Monthly	Current charge (1 st permit per household)	Current charge (2 nd and subsequent permit per household)
Up to 100	£ 20.00	N/A	£22.90	£22.90
101 -110	£ 30.00	£15.00	£57.10	£91.30
111 - 120	£ 40.00	£20.00		
121 - 130	£ 60.00	£30.00		
131 -140	£ 80.00	£40.00		
141 -150	£ 100.00	£50.00		
151 -165	£ 140.00	£70.00	£114.20	£148.40
166 -175	£ 160.00	£80.00	£171.30	£228.40
176 - 185	£ 180.00	£90.00		
186- 200	£ 200.00	£100.00		
201-225	£ 220.00	£110.00		
226-255	£ 240.00	£120.00		
over 255	£ 260.00	£130.00		

Vehicles registered before 1 March 2001

Not over 1540 cc	£70.00	£35.00	£57.00	£91.30
1550 cc to 3000cc	£180.00	£90.00	£114.00	£148.40
3001cc and above	£260.00	£130.00	171.30	£228.40

2) Carers Parking Permits

CO2 Emission Band (CO2 g/km)	Proposed charge	Proposed Charge	Current charge (1 st permit per household)
	Annual	6 Monthly	
Up to 100	£ 20.00	N/A	£22.90
101 -110	£ 30.00	£15.00	£57.10
111 - 120	£ 40.00	£20.00	
121 - 130	£ 60.00	£30.00	
131 -140	£ 80.00	£40.00	
141 -150	£ 100.00	£50.00	
151 -165	£ 140.00	£70.00	£114.20
166 -175	£ 160.00	£80.00	
176 - 185	£ 180.00	£90.00	
186- 200	£ 200.00	£100.00	£171.30
201-225	£ 220.00	£110.00	
226-255	£ 240.00	£120.00	
over 255	£ 260.00	£130.00	

Vehicles registered before 1 March 2001

Not over 1540 cc	£70.00	£35.00	£57.00
1550 cc to 3000cc	£180.00	£90.00	£114.00
3001cc and above	£260.00	£130.00	171.30

3) Essential Service permits (Schools and Ministers of Religion)

CO2 Emission Band (CO2 g/km)	Proposed charge Annual	Current charge
Up to 100	£ 20.00	£22.90
101 -110	£ 30.00	£57.10
111 – 120	£ 40.00	
121 – 130	£ 60.00	
131 -140	£ 80.00	
141 -150	£ 100.00	
151 -165	£ 140.00	£114.20
166 -175	£ 160.00	
176 – 185	£ 180.00	
186- 200	£ 200.00	£171.30
201-225	£ 220.00	
226-255	£ 240.00	
over 255	£ 260.00	

Vehicles registered before 1 March 2001

Not over 1540 cc	£70.00	£57.00
1550 cc to	£180.00	£114.00

3000cc		
3001cc and above	£260.00	171.30

4) Essential Service Permits (borough wide)

CO2 Emission Band (CO2 g/km)	Proposed charge	Current charge
Up to 100	£ 160.00	£164.00
101 -110	£ 180.00	£328.00
111 – 120	£ 220.00	
121 – 130	£ 280.00	
131 -140	£ 320.00	
141 -150	£ 360.00	
151 -165	£ 500.00	£546.50
166 -175	£ 540.00	
176 – 185	£ 580.00	
186- 200	£ 600.00	£636.60
201-225	£ 640.00	
226-255	£ 680.00	
over 255	£ 700.00	

Vehicles registered before 1 March 2001

Not over 1540 cc	£360.00	£328.00
1550 cc to 3000cc	£580.00	£546.00
3001cc and above	£700.00	£636.60

Transferrable Essential Service Permit £740.00
Scratch cards (4 hours) £10.00

5) Business and Utility Permits (borough wide)

CO2 Emission Band (CO2 g/km)	Proposed charge	Current charge
Up to 100	£ 200.00	£206.00
101 -110	£ 300.00	£433.00
111 – 120	£ 340.00	
121 – 130	£ 380.00	
131 -140	£ 420.00	
141 -150	£ 460.00	
151 -165	£ 600.00	£618.00
166 -175	£ 640.00	
176 – 185	£ 680.00	
186- 200	£ 800.00	£824.00

201-225	£ 840.00	
226-255	£ 880.00	
over 255	£ 920.00	

Vehicles registered before 1 March 2001 (or where CO2 emissions are not documented)

Not over 1540 cc	£460.00	£460.00
1550 cc to 3000cc	£680.00	£680.00
3001cc and above	£920.00	£920.00

6) Business (CPZ specific)

CO2 Emission Band (CO2 g/km)	Proposed charge	Current charge
Up to 100	£ 100.00	£103.00
101 -110	£ 140.00	£206.00
111 – 120	£ 180.00	
121 – 130	£ 200.00	
131 -140	£ 220.00	
141 -150	£ 240.00	
151 -165	£ 300.00	
166 -175	£ 320.00	
176 – 185	£ 340.00	
186- 200	£ 400.00	£412.00
201-225	£ 420.00	
226-255	£ 440.00	
over 255	£ 460.00	

Vehicles registered before 1 March 2001 (or where CO2 emissions are not documented)

Not over 1540 cc	£240.00	£206.00
1550 cc to 3000cc	£340.00	£309.00
3001cc and above	£460.00	£412.00

7) Traders permits – to continue.

8) Parking Dispensations - £20 per day.

Appendix 2 – Sample charges and permit offer in other boroughs.

Borough	Details of offer	Charges
Haringey (proposed offer)		
Visitor Permits	Daily Hourly	£3.50p 80p
Concession	50% reduction in charge to residents registered disabled or aged 65 years and over	
Residential parking permits	Permits charged according to DVLA vehicle tax CO2 bands	£20 to £260
Business Permits	A range of business permits on offer	Prices ranging from £100 to £920.
Permission to Park	Traders and others requiring adhoc parking	£20
Islington		
Visitor permits	30 minute 1 hour Daily	54p £3.00 £14.0
Concession	60 or over or in receipt of Incapacity Benefit, Disability Living Allowance or ESA half price	
Residential parking permits	Permits charged according to DVLA vehicle tax CO2 bands	Free (up to 100 CO2/GM) to £457
Business Permits	A range of business permits on offer	Prices ranging from £545 (electric vehicle) to £3,870 for a borough wide permit.
Permission to park		£25.50
Hackney		
Visitor Permits	2 hour permit all day	£1.05 £3.50
Concession	Blue badge holders and over 60 years are allowed; 10 daily permit and 40 hourly permits at 50% reduction monthly.	
Residential	CO2 Emissions based charging	Ranging from £10 (no emissions) to

parking permits	introduced September 2016.	£264.
Business permits	Borough wide and CPZ specific permits available	Prices range from £20 (no emissions) to £2870
Dispensation		£20 per day
Camden		Charge
Visitor Permits	hourly all day	1.01p £7.03
Concession	50% reduction in charge for those aged 75 or over and those registered disabled	
Residential parking permits	CO2 emissions based charging structure	Electric vehicles £30.41 – other charges ranging from £97.66 to £287.48
Business Permits	Various types available	£87.70 for electric vehicles – other charges ranging from £252 to £436
Permission to park		£33
Tower Hamlets		Charge
Visitor Permits	Daily scratch cards	A book of 10 = £15.50 (a maximum of 24 books per annum
Concession	Aged 60 years and over and carers free of charge	
Residential parking permits	CO2 emissions based charging structure	£6.20 (for electric vehicles)- up to £175.50. An additional surcharge of £50 + £150 for 2 nd and 3 rd vehicles per household.
Business Permits	Range of permits available	£7.20 (for electric vehicles) up to £842
Daily contractor		£25.50
Lambeth		Charge
Visitor Permits	Daily	£5
Concession	None	
Residential parking permits	Based on CO2 emissions	Free to £260
Business Permits	Various options	£600 to £1500
Daily Trader		£18.50
Southwark		
Visitor Permits	£1.50 per hour £5.00	
Concession	None	
Residential parking permits		£125
Business Permits	One permit type	£577.50
Dispensation		£27.50
Waltham Forest		Charge
Visitor Permits	Hourly permits	50p
Concession	None	
Residential parking permits	CO2 emission based charges with higher charge for second and third permits per household	£12.50 to £280
Business	CO2 emission based charges	£205 to £910

Permits		
Dispensation		£30

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EQUALITY IMPACT ASSESSMENT

The Equality Act 2010 places a ‘General Duty’ on all public bodies to have ‘due regard’ to:

- Eliminating discrimination, harassment and victimisation and any other conduct prohibited under the Act
- Advancing equality of opportunity for those with ‘protected characteristics’ and those without them
- Fostering good relations between those with ‘protected characteristics’ and those without them.

In addition the Council complies with the Marriage (same sex couples) Act 2013.

Stage 1 – Screening

Please complete the equalities screening form. If screening identifies that your proposal is likely to impact on the Public Sector Equality Duty, please proceed to stage 2 and complete a full Equality Impact Assessment.

Stage 2 – Full Equality Impact Assessment

An Equality Impact Assessment provides evidence for meeting the Council’s commitment to equality and the responsibilities under the Public Sector Equality Duty.

When an Equality Impact Assessment has been undertaken, it should be submitted as an attachment/appendix to the final decision making report. This is so the decision maker (e.g. Cabinet, Committee, senior leader) can use the EqIA to help inform their final decision. The EqIA once submitted will become a public document, published alongside the minutes and record of the decision.

Please read the council’s Equality Impact Assessment guidance before beginning the EIA process.

1. Responsibility for the Equality Impact Assessment

Name of proposal	Parking Charges & Permits
Service area	Commercial and Operations / Operations
Officer completing assessment	Ann Cunningham
Equalities/ HR Advisor	Daisy Daventry
Cabinet meeting date (if applicable)	March 2018
Director/Assistant Director	Stephen McDonnell

2. Summary of the proposal and its relevance to the equality duty

Please outline in no more than 3 paragraphs

- *The proposal which is being assessed*
- *The key stakeholders who may be affected by the policy or proposal*
- *The decision-making route being taken*

Good parking management is an important tool that contributes towards wider policy objectives for delivering better road network management, reduced road danger, less motor traffic and pollution, improved conditions for walking, cycling and public transport use, raising the quality and amenity in the borough's public spaces.

Local authorities introduce residential parking schemes, also known as controlled parking zones (CPZs), in areas where there is extreme parking pressure and residents support proposals. Those schemes prioritise parking for residents and their visitors in the streets in and around their home. Residential permit holders can park without restriction throughout the CPZ operational hours, but non-permit holders can only park for a limited period, usually for up to two hours. Residents' visitors can also be given a visitor permit by the resident that they are visiting. Disabled badge holders may park free of charge for unlimited periods in parking bays.

Provision is made for businesses operating in the borough. This includes business permits for specific CPZ's or borough wide for those who travel throughout the borough. Motorists visiting the borough may use pay and display parking facilities.

When setting or reviewing parking charges the Council considers:

- The Council's transport and wider policy objectives
- Statutory or legal requirements that may affect the setting of fees
- Car ownership patterns
- The increasing demand for parking
- Traffic management issues
- Market conditions – (parking charges in other boroughs)
- Cost of delivering the service

This assessment considers the impact of a number of changes to parking policy. It focuses on the following proposals:

- Rationalising visitors parking permits. This will reduce the permit offer to one-hour permit (consecutive permits may be used to park beyond an hour) and a daily permit;
- An increase in charge for the hourly permit to 80p per hour (in line with other boroughs);
- Raising the age at which residents may access the concessionary VP scheme to 65 years of age and over.
- Aligning most parking permit charges to the DVLA vehicle tax CO2 emissions bandings
- Introducing a six-month permit option for residents and carers
- Removing the incrementally higher charge for additional cars per household.

3. What data will you use to inform your assessment of the impact of the proposal on protected groups of service users and/or staff?

Identify the main sources of evidence, both quantitative and qualitative, that supports your analysis. Please include any gaps and how you will address these

This could include, for example, data on the Council's workforce, equalities profile of service users, recent surveys, research, results of relevant consultations, Haringey Borough Profile, Haringey Joint Strategic Needs Assessment and any other sources of relevant information, local, regional or national. For restructures, please complete the restructure EqIA which is available on the HR pages.

Protected group	Service users	Staff
Sex	<i>Haringey Equalities Profile</i> http://www.haringey.gov.uk/sites/haringeygovuk/files/equalities_profile_of_haringey.pdf	No impact
Gender Reassignment	<i>Haringey Equalities Profile</i> http://www.haringey.gov.uk/sites/haringeygovuk/files/equalities_profile_of_haringey.pdf	No impact
Age	<i>Haringey Equalities Profile</i> http://www.haringey.gov.uk/sites/haringeygovuk/files/equalities_profile_of_haringey.pdf	No impact
Disability	<i>Haringey Equalities Profile</i> http://www.haringey.gov.uk/sites/haringeygovuk/files/equalities_profile_of_haringey.pdf	No impact
Race & Ethnicity	<i>Haringey Equalities Profile</i> http://www.haringey.gov.uk/sites/haringeygovuk/files/equalities_profile_of_haringey.pdf	No impact
Sexual Orientation	<i>Haringey Equalities Profile</i> http://www.haringey.gov.uk/sites/haringeygovuk/files/equalities_profile_of_haringey.pdf	No impact
Religion or Belief (or No Belief)	<i>Haringey Equalities Profile</i> http://www.haringey.gov.uk/sites/haringeygovuk/files/equalities_profile_of_haringey.pdf	No impact
Pregnancy & Maternity	<i>Not available</i>	No impact
Marriage and Civil Partnership	<i>Haringey Equalities Profile</i> http://www.haringey.gov.uk/sites/haringeygovuk/files/equalities_profile_of_haringey.pdf	No impact

Outline the key findings of your data analysis. Which groups are disproportionately affected by the proposal? How does this compare with the impact on wider service users and/or the borough's demographic profile? Have any inequalities been identified?

Explain how you will overcome this within the proposal.

Further information on how to do data analysis can be found in the guidance.

Equalities monitoring data is not available for holders of parking permits. Data is not captured at the application stage for any permits, or requested when consulting about the implementation or review of CPZs. However, given that residents in any property in a CPZ who keep and use a vehicle are eligible for residential and visitor permits, ward level data from sources such as National Statistics are used for the purpose of evaluating the impact on different equalities groups.

- **Sex** Women make up 50.5% of Haringey's population.
 - **Gender Reassignment** This data is not held at a borough level. The Equality and Human Rights Commission estimate that there is between 300,000-500,000 transgender people in the UK
 - **Age** Haringey has a relatively young population - a quarter of the population is under the age of 20. The changes proposed to the concessionary visitor permit scheme will impact on residents aged between 60 and 65 years of age, who previously qualified for the reduced charge. At borough level, this age group accounts for 3.6% of the population. This information is not available at CPZ level, but at present approximately 75% of the borough is covered by Controlled Parking Zones.
 - **Disability** This shows that 14% of residents have a long term health problem that limits their day to day activity, lower than England but in line with London.
 - **Race and Ethnicity** Haringey is the 5th most ethnically diverse borough in the country. Over 65% of residents come from non-White British communities, compared to 20% in England, 55% for London and nearly 81% of our school children.
 - **Sexual Orientation** 3.2% of London residents aged 16 or over identified themselves as lesbian, gay or bisexual in 2013 (ONS Integrated Household Survey). In Haringey this equates to 6,491 residents.
 - **Religion** Haringey is one of the most religiously diverse places in the UK. The most common religion was Christianity, accounting for 45% of residents, less than London (48.4) and less than England (59.4%). The next most common religions were Muslim (14.3%) – higher than London (12.3%) - and Jewish (3%). Haringey had a lower percentage of residents who were Hindu (1.8%) and Sikh (0.3%) than London (5.0% and 1.5%, respectively). A quarter of Haringey residents stated that they did not have a religion, higher than London (20.7%).
 - **Marriage and Civil Partnership** Haringey has a higher proportion of couples in a registered same sex civil partnership than England and London. 0.6% (or 1,191 residents), compared to 0.2% for England and 0.4% for London.
1. **Increase in Parking Charges** There will be an increase in Hourly Visitor Permit charge from its current cost of 35p / hour. The current charge is cheaper than the hourly charge for Pay and Display which ranges from £1.40 to £3.10. This charge is also low when compared to many London boroughs. This will be raised to 80p, bringing it in line with other boroughs. Visitors Permits will also be rationalised to an offer of either hourly or daily permits, which can then be used consecutively. Households with lower incomes who do not qualify for concessionary charges may be negatively impacted by the increase in parking costs. This may include single parent households – more likely to be women – and BAME households (who have lower incomes than non-BAME households in Haringey).
 2. **The qualifying age for the concessionary Vulnerable Persons scheme will be raised to 65 years and over.** At present the concessionary VP scheme includes a 50% reduction in costs offered to residents who are registered disabled and to those aged 60 years and over. 60 years of age was the average retirement age when this scheme was introduced and it has not been reviewed since. It is now proposed that the qualifying age is increased to residents aged 65 years, bringing it in line with current average retirement ages.

3. **Aligning permit charges to the DVLA vehicle tax CO2 bandings.** The current charging structure links permit charges to vehicle CO2 emissions, which supports the Council's wider policy objective of tackling climate change, reducing carbon emissions, and encouraging the use of more fuel efficient cars. It also means that a higher charge will apply to higher polluting vehicles. The current four CO2 bands are based loosely on the DVLA (vehicle tax) model. Proposals now involve aligning our bands with the DVLA's 13 bands.
4. **The introduction of a 6 Monthly residential and carer permit.** At present only annual permits may be purchased. There appears to have been an increase in 6-month short hold tenancies, resulting in permit applicants purchasing an annual permit and then requiring a refund of the balance when they move. This results in unnecessary administration at cost. In addition, low income households may prefer the option of being able to purchase / renew their permit on a 6monthly basis.
5. **Removing the incrementally higher charge for 2 or more cars per household.** This simply involves a flat rate per permit irrespective of the numbers of cars per household. It is unlikely to have a negative impact on any household.

4. a) How will consultation and/or engagement inform your assessment of the impact of the proposal on protected groups of residents, service users and/or staff?

Please provide a brief outline of:

- *How you intend to consult with those affected by your proposal including those that share the protected characteristics*

Further information on consultation is contained within accompanying EqIA guidance (part 9)

Consultation took place on the Council's wider budget proposals - responses were included as an appendix to the cabinet report of 14 February 2017, with some respondents to the consultation in favour of the CO2 banding.

A consultation has been undertaken on the recommendations in this report. Details of the proposals were published in local newspapers, the London Gazette and on the Council's website. Notices advising of the consultation and details of where to obtain further information were placed in prominent places throughout the borough. An email was sent to all existing CPZ permit holders who had given their details to the Council - in excess of 20,000 residents.

4. b) Outline the key findings of your consultation / engagement activities once completed, particularly in terms of how this relates to groups that share the protected characteristics

Explain how will the consultation's findings will shape and inform your proposal and the decision making process, and any modifications made?

Feedback to the consultation and the council’s responses are outlined in the body of the report – none of the responses relate to the impact of the proposals on people from protected groups.

There is some concern regarding the increase in cost, which could have greater impact on households with a low income. The 6 monthly permit option will help mitigate impact.

5. What is the likely impact of the proposal on groups of service users and/or staff that share the protected characteristics?

Please explain the likely differential impact on each of the 9 equality strands, whether positive or negative. Where it is anticipated there will be no impact from the proposal, please outline the evidence that supports this conclusion.

Further information on assessing impact on different groups is contained within accompanying EqIA guidance (part 10)

- 1. Sex** *(Please outline a summary of the impact the proposal will have on this protected characteristic and cross the box below on your assessment of the overall impact of this proposal on this protected characteristic)*

Women are more likely than men to be primary carers to young children, and more likely than men to head single parent households. They therefore may be negatively impacted by increase in parking costs; however, the small increase in parking charges is proportionate to the aim of covering the administration costs of CPZs and is in line with parking charges in other boroughs. In addition, through the Transport Strategy Action Plans, carers to young children will be encouraged to take advantage of more sustainable travel options including car clubs, car sharing and better public transport.

Positive		Negative	X	Neutral impact	X	Unknown Impact	
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- 2. Gender reassignment** *(Please outline a summary of the impact the proposal will have on this protected characteristic and cross the box below on your assessment of the overall impact of this proposal on this protected characteristic)*

There is insufficient data on whether people undergoing or who have undergone gender reassignment; however it is anticipated that the impact on people undergoing or who have undergone gender reassignment will be the same as for people who do not share this protected characteristic.

Positive		Negative		Neutral impact		Unknown Impact	X
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- 3. Age** *(Please outline a summary of the impact the proposal will have on this protected characteristic and cross the box below on your assessment of the overall impact of this proposal on this protected characteristic)*

The changes proposed to the concessionary visitor permit scheme will impact on residents aged between 60 and 65 years of age, who previously qualified for the reduced charge. At borough level, this age group accounts for 3.6% of the population. This information is not

available at CPZ level, but at present approximately 75% of the borough is covered by CPZ so there will be a number of residents in this age bracket who will be affected.

Older people are more likely to be dependent on cars for travel. People aged 60 to 65 may be negatively impacted through the loss of concessionary rates; however, due to the increase in retirement age they should have the same ability to pay as other people of working age and therefore are not as vulnerable as people of retirement age. People aged 65+ will continue to benefit from concessionary discounts on parking charges.

Older people are more likely to have an age-related disability; however, if people aged 60 - 65 have a disability they should still qualify for disability concessionary rates.

Requiring people aged 60 - 65 to pay full parking charges in line with other people of working age is proportionate to the aim of covering the administration costs of CPZs while continuing to provide concessionary rates to more vulnerable residents in the borough. In addition, through the Transport Strategy Action Plans, all residents will be encouraged to take advantage of more sustainable travel options including car clubs, car sharing and better public transport.

Positive		Negative	X	Neutral impact	X	Unknown Impact	
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4. Disability *(Please outline a summary of the impact the proposal will have on this protected characteristic and cross the box below on your assessment of the overall impact of this proposal on this protected characteristic)*

There will be no changes to charges for disabled people. Those registered as disabled can access the concessionary visitor permit scheme offering 50% reduction in costs. Disabled Blue Badge holders may also park free of charge in residential, shared use, pay and display and disabled bays. They may also park free of charge for up to 3 hours on yellow lines.

Positive		Negative		Neutral impact	X	Unknown Impact	
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5. Race and ethnicity *(Please outline a summary of the impact the proposal will have on this protected characteristic and cross the box below on your assessment of the overall impact of this proposal on this protected characteristic)*

It is anticipated that the impact of these recommendations on people from Black and Minority Ethnic backgrounds will be the same as for people who do not share this protected characteristic.

Positive		Negative		Neutral impact	X	Unknown Impact	
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6. Sexual orientation *(Please outline a summary of the impact the proposal will have on this protected characteristic and cross the box below on your assessment of the overall impact of this proposal on this protected characteristic)*

It is anticipated that the impact of these recommendations on people who identify as LGB will be the same as for people who do not share this protected characteristic.

Positive		Negative		Neutral impact	X	Unknown Impact	
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7. Religion or belief (or no belief) *(Please outline a summary of the impact the proposal will have on this protected characteristic and cross the box below on your assessment of the overall impact of this proposal on this protected characteristic)*

It is anticipated that the impact of these recommendations on people in this protected group will be the same as for people who do not share this protected characteristic.

Positive		Negative		Neutral impact	X	Unknown Impact	
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8. Pregnancy and maternity *(Please outline a summary of the impact the proposal will have on this protected characteristic and cross the box below on your assessment of the overall impact of this proposal on this protected characteristic)*

Pregnant women and women with babies younger than 6 months old are more likely to be reliant on cars for travel. They therefore may be negatively impacted by increase in parking costs. However, the small increase in parking charges is proportionate to the aim of covering the administration costs of CPZs and is in line with parking charges in other boroughs. In addition, through the Transport Strategy Action Plans, carers to young children will be encouraged to take advantage of more sustainable travel options including car clubs, car sharing and better public transport.

Positive		Negative	X	Neutral impact		Unknown Impact	
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9. Marriage and Civil Partnership *(Consideration is only needed to ensure there is no discrimination between people in a marriage and people in a civil partnership)*

It is anticipated that the impact of these recommendations on people in a civil partnership will be the same as for people who are married.

Positive		Negative		Neutral impact	X	Unknown Impact	
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10. Groups that cross two or more equality strands e.g. young black women

There are no accumulative impacts identified in this proposal on people who identify with more than one protected characteristic.

Outline the overall impact of the policy for the Public Sector Equality Duty:

- Could the proposal result in any direct/indirect discrimination for any group that shares the protected characteristics?
- Will the proposal help to advance equality of opportunity between groups who share a protected characteristic and those who do not?
- Will the proposal help to foster good relations between groups who share a protected characteristic and those who do not?

People aged 65+ and people who are disabled will continue to receive concessionary rates. People aged 60 – 65 will be negatively impacted by these proposals; however, they are of working age and therefore the change brings their charges into line with other working people.

Households with lower incomes who do not qualify for concessionary charges will be negatively impacted by the increase in parking costs. This is more likely to include single parent households – more likely to be headed by women – and BAME households (who in Haringey generally have lower incomes than non-BAME households). In addition, women are more likely to depend on cars due to pregnancy or because they are more likely to be primary carers to small children.

The small increase in parking charges is proportionate to the aim of covering the administration costs of CPZs and is in line with parking charges in other boroughs. In addition, through the Transport Strategy Action Plans, all residents will be encouraged to take advantage of more sustainable travel options including car clubs, car sharing and better public transport.

6. a) What changes if any do you plan to make to your proposal as a result of the equality impact assessment?

Further information on responding to identified impacts is contained within accompanying EqIA guidance (part 11)

Outcome	Y/N
No major change: the EIA demonstrates the policy is robust and there is no potential for discrimination or adverse impact. All opportunities to promote equality have been taken.	Y
Adjust the policy: the EIA identifies potential problems or missed opportunities. Adjust the policy to remove barriers or better promote equality. Clearly <u>set out below</u> the key adjustments you plan to make to the policy.	N
Continue the policy: the EIA identifies the potential for adverse impact or missed opportunities to promote equality. Clearly <u>set out below</u> the justifications for continuing with it. For the most important relevant policies, compelling reasons will be needed.	N
Stop and remove the policy: the policy shows actual or potential unlawful discrimination. It must be stopped and removed or changed.	N

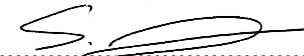
6 b) Summarise the specific actions you plan to take to remove or mitigate any actual or potential negative impact and to further the aims of the Equality Duty

Impact	Action	Lead officer	Timescale

6 c) Summarise the measures you intend to put in place to monitor the equalities impact of the proposal as it is implemented:

The impact will be monitored through feedback from residents, Ward Councillors and other representative groups.

7. Authorisation

EIA approved by  (Assistant Director/ Director)	Date <u>8 March 2018</u>
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8. Publication

Please ensure the completed EIA is published in accordance with the Council's policy.