

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		
176 - 185	£ 180.00	£90.00		
186- 200	£ 200.00	£100.00	£171.30	£228.40
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 Annual	Proposed Charge 6 Monthly	Current charge (1st permit per household)
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	£309.00
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