

Financial Implications Outline

- How have the savings above been determined? Please provide a brief breakdown of the factors considered.
- Is any additional investment required in order to deliver the proposal?
- If relevant, how will additional income be generated and how has the amounts been determined?

Proposed savings have been identified based on policy and current permit sale volumes.

Delivery Confidence

At this stage, how confident are you that this option could be delivered and benefits realised as set out? (1 = not at all confident; 5 = very confident)	3 - Requires a Policy change, a reduction in the volume of high emitting petrol vehicles
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Indicative timescale for implementation

Est. start date for consultation DD/MM/YY	N/a	Est. completion date for implementation DD/MM/YY	01/04/2020
Is there an opportunity for implementation before April 2020? Y/N ; any constraints?	no		

Implementation Details

- How will the proposal be implemented? Are any additional resources required?
- Please provide a brief timeline of the implementation phase.
- How will a successful implementation be measured? Which performance indicators are most relevant?

A change in pricing for most polluting vehicles will be possible through our new Parking IT system which will be operational from April 2020. Such a change will require member support and statutory consultation. However, the councils policy position on sustainable transport is to discourage private car trips and improve air quality and an increase in permit and on-street prices for the most polluting vehicles supports this.

Impact / non-financial benefits and disbenefits

What is the likely impact on customers and how will negative impacts be mitigated or managed?

List both positive and negative impacts. Where possible link these to outcomes (please refer to relevant Borough Plan 2019-23 objectives and outcomes)

Positive Impacts

The councils policy position on sustainable transport is to discourage private car trips and improve air quality and an increase in permit and on-street prices for the most polluting vehicles supports this. Helping reduce transport related Carbon and NOx emissions, combating poor air quality as part the Councils Borough plan objectives.

Negative Impacts

It is perceived that residents in the poorest areas of the borough could be the most affected by such a change, as they may be the least able to afford to change to a lesser polluting vehicle.

What is the impact on businesses, members, staff, partners and other stakeholders and how will this be mitigated or managed? How has this been discussed / agreed with other parties affected?
List both positive and negative impacts.

Positive Impacts

Negative Impacts

How does this option ensure the Council is able to meet **statutory requirements**?

A reduction in private car use and of the most polluting vehicles will assist in the Council contributing to achieving air quality targets.

Risks and Mitigation

What are the main risks associated with this option and how could they be mitigated?(Add rows if required)

Risk	Impact (H/M/L)	Probability (H/M/L)	Mitigation
There is a risk that residents move away from higher emitting vehicles and do not replace their vehicle at all. But this would be good from a air quality perspective	H	M	Continually review all permit pricing.
Complaints from residents who cannot afford to purchase lower emitting vehicles	H	M	Offer discount for lesser polluting greener vehicles. Encourage roll out of car clubs, which are easily accessed and often result in lower costs to the customer.

Has the EqIA Screening Tool been completed for this proposal?	Yes
<u>EqIA Screening Tool</u> Is a full EqIA required?	No