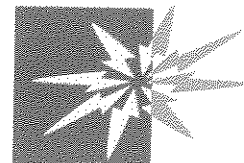


HARINGEY COUNCIL

EQUALITY IMPACT ASSESSMENT FORM



Haringey Council

Service: Parking Services
Directorate: Urban Environment
Title of Proposal: Parking fees and charges
Lead Officer (author of the proposal): Ann Cunningham
Names of other Officers involved: Richard Dominy and Joan Hancox

Step 1 - Identify the aims of the policy, service or function

The assessment will focus on the proposed increase to parking charges. To assess the impact it is necessary to set out the aims of the parking services and other essential background information.

Parking controls and residential parking schemes.

Parking controls are a vital traffic management tool that keeps traffic moving, maintains road safety, and promotes the social and economic revitalisation of the borough's town centres, by ensuring that the limited amount of space that may be used for parking is made available to those who need it.

Local authorities introduce residential parking schemes, also known as controlled parking zones (CPZs) in areas where there is need for traffic management intervention and there is majority support from residents for this intervention. Those schemes give bona-fide residents preferential treatment when parking in the street 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. Visitors who wish to park for longer than the permitted time on pay & display bays can be given a visitor permit by the resident that they are visiting, for which a charge applies. Disabled badge holders may park free of charge in CPZs and in stop and shop areas.

Pay & display (stop & shop)

Pay & display parking provides essential short stay parking facilities for those visiting our borough. The majority of pay & display parking facilities are in our town centres and shopping areas.

Charging policy

The Council first introduced CPZs in the central and eastern parts of the borough. New zones were all implemented at the same permit charge. There was no justification from a traffic management point of view of charging different rates, and it did not emerge as an issue from the consultation undertaken prior to implementation of those CPZs. The only exception being Spurs where restrictions only apply during home games and permits are issued free of charge.

Since 2002 (when residents permit charges were reduced by 50% to £25) our charges have been relatively low. The 2007 review introduced a CO2 emission based charging structure,

with charges still well below those of other boroughs. This charging structure links permit charges to vehicle CO2 emissions, which supports the Councils wider policy objective of tackling climate change and encourages the use of more fuel efficient cars. It also means that a much higher charge will apply to larger or higher polluting vehicles.

When setting or reviewing parking charges the Council considers;

- The Council's transport and wider policy objectives
- Statutory or legal requirements that may effect 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

Pay & display charges are intended to be set at a level that discourages long stay parking and achieves a high turnover of parking spaces. Charges are currently linked to bay occupancy levels and are based on low, medium and high levels of occupancy. This ensures a consistent and transparent approach to charging.

Doctors permit charges have not been reviewed in the past 10 years and are being brought in line with the cost of business permits. There are only 46 doctors bays across the borough and a total of 150 permits are in issue for those bays.

State what effects the proposal is intended to achieve and who will benefit from it.

The aim of the charge review was to ensure that our parking charges continue to support our policy objectives, cover the running costs that will have increased since the last review in 2007, and that they remain reasonably comparable with other boroughs.

The administration (including enforcement) of the residential permit service has been historically subsidised by income generated from issuing Penalty Charge Notices (PCNs). PCN issue is declining annually and this income stream is unpredictable. Following this review this service area will be self financing.

The increase to pay & display charges are intended to manage the turnover of kerb space and ensure an adequate supply of parking spaces especially in our busier town centres. It is also our aim that charging levels are linked to traffic management issues and that we can demonstrate a consistent approach to charging across the borough. The charging policy adopted in 2008, based charges on occupancy levels, and took some steps in addressing the fact that pay & display charges were in general much higher in the eastern part of the borough than in the west, despite usage of those facilities in the western areas being as high if not higher than in the east. Further adjustments need to be made to the charge bands in Crouch End, Muswell Hill and Green Lanes.

The new permits proposed (car clubs, carers and new residents one month permits) will address service issues and improve service provision to residents. Car Clubs provide a low cost alternative to car ownership, carers permits will support those being cared for in their own homes and the new one month residential permit will give easier access to residential permits to those moving into the borough, and who cannot at that stage meet the burden of proof required to get an annual permit.

In terms of impact, proposals will impact on most road users; residents, visitors, businesses, bus companies and other transport providers.

The potential benefits being;

- An increase in parking turnover will be especially beneficial for short stay visits by shoppers or visitors.

- Blue badge holders will benefit from easier access to convenient parking locations.
- Businesses and traders will benefit from easier access for some of their customers / shoppers.
- Increased take up of public transport or more people walking or cycling to town centres.
- Carer's permits will support those being cared for in their own homes.
- Car Clubs provide a low cost alternative to car ownership.
- The one month residential permit will give easier access to residential permits to those moving into the borough, and at that stage cannot meet the burden of proof required to get an annual permit.
- That the community in general continues to benefit from parking revenues reinvested in transport related services, in particular highways maintenance and improvements.

The potential disadvantages being

- The potential impact on lower income households. Although CPZ coverage is higher in the eastern and central part of the borough, car ownership is lower in those areas. This means that the impact may not affect a higher number of residents, but due to lower income generally the increase may have greater impact. Due to the lack of data on gender and ethnic composition of permit holders it is not possible to be certain of the impact on those groups. However in saying that those increases represent a very small proportion of the overall cost of keeping a vehicle.
- The potential that pay & display charge increases may alter parking patterns to a level that will impact on income levels.
- The potential risk that visitors to our centres will change their choice of shopping area.

Step 2 - Consideration of available data, research and information

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 keeps and uses a vehicle is 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 target groups.

Equalities monitoring data is not available for users of pay & display bays as shoppers and visitors will come from areas within the borough and elsewhere. Extended consultation was undertaken with this group to assess the likely impact of proposals.

Population

The present estimated population is 228,800; within an area of approximately 30 square kilometres. This gives a population density of 7,600 people per square Kilometre. Approximately 30% of Haringey's population live within the Central and Eastern areas of the borough, which are classified as being within the most 10% deprived areas of the United Kingdom. Proposals in relation to residential and visitors' permits will affect less than 10% of the overall population.

Car ownership levels

Car ownership levels have increased in the borough over the past two decades. In 1991, approximately 49.9% of the borough's households did not own a car. By 2001 this figure had fallen to 47%. An increase in multiple car ownership (more than one car per household) is also evident. Compared to other inner London boroughs, Haringey's car ownership levels are still low.

Access to transport

Haringey's location means that the borough has a relatively good public transport system. The borough is served by national rail and London underground services. In addition 40 bus routes serve the borough, most of which are high frequency routes.

Older and Disabled residents are entitled to a range of travel concessions. The freedom pass provides free travel on public transport, the national disabled blue badge scheme offers a range of parking concessions to disabled residents, and the taxicard scheme offers disabled residents' taxi journeys at a rate comparable with public transport. There are currently 7,941 Blue Badge holders, 6,163 Disabled Persons' Freedom Pass holders, 29,921 Older Persons' Freedom Pass holders and 2,750 taxicard holders in Haringey. Concessionary travel will cost the borough in excess of £13m next year.

Access to Town Centres

Centre	% of weekday trips to town centre			
	Public transport	Private transport	Cycle	Walking
Wood Green	43.3	11.3	0.5	44.9
Crouch End	18.8	23.5	10.9	46.8
Green Lanes	39.4	33.0	0.0	27.6
Muswell Hill	12.4	40.5	0.0	47.1
Tottenham	34.1	26.4	0.0	39.5
West Green Road	20.0	19.0	0.0	61.0

** The analysis is from the GLA Town Centre Health Check report, 2009 and gives a broad indication of how our town centres are accessed and in particular gives an indication of the level of visits by private cars.*

CPZ location

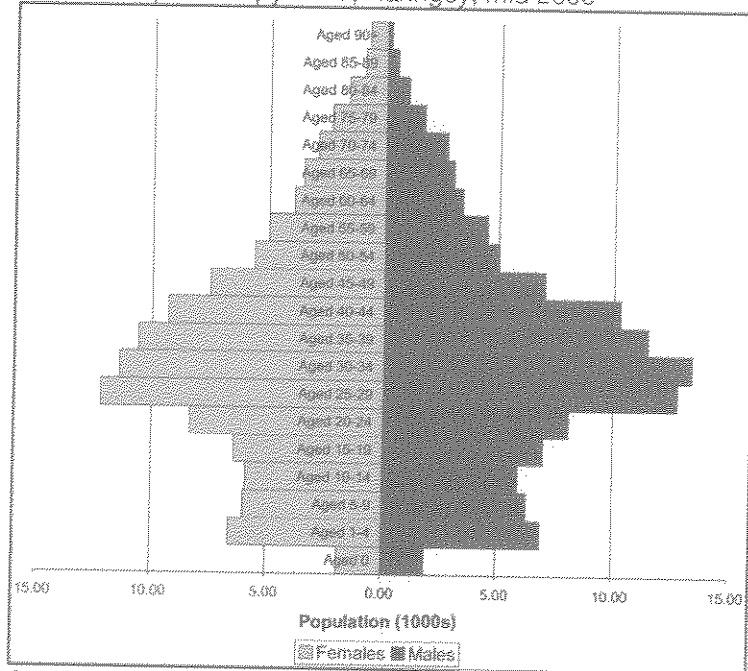
Controlled Parking Zones (CPZs) currently cover approximately 35% of roads in the borough. It is estimated that 80,000 residents live in those roads and of those 19,500 have been issued with residential parking permits. Residents living in CPZs may also purchase visitors permits.

The majority of CPZ coverage falls within the Central and Eastern areas of the borough. CPZs that operate in the west of the borough, cover smaller geographical areas. Wood Green is the largest CPZ and accounts for 40% of (paid for) residential parking permit holders.

2.1 Age

Haringey has an age profile (Chart 1) that is consistent with the whole of London; with 31.6% residents being under the age of 25, slightly above the London wide average of 30.4%. In excess of half the population is under the age of 35, with those aged 25-29 (11.1%) and 30-34 (11%) representing the largest proportion. The borough deviates from the London wide profile for those over the age of 65, who make up just 9.4% of Haringey's population. There is some difference as to where the younger and older members of society live within the borough; those of retirement age tend to congregate to the west of the borough, particularly in the areas of Highgate, Muswell Hill and Fortis Green. Younger residents are more likely to live in the East of the borough.

Chart 1: Population pyramid, Haringey, mid 2006



Source: MYE 2006, ONS.

The increase in residential permit charges may impact as those of retirement age who may be in the lower income group. However our data would indicate that the largest proportion of residents of retirement age live in the least deprived part of the borough, and would seem to the more affluent elderly rather than those on low incomes.

Residents of retirement age will still qualify for a 50% reduction in visitor permit charges, and as a consequence the impact of visitor permit increases will be minimal. Those individuals will also qualify for the Freedom Pass which allows free travel on public transport, offering an alternative to car use.

2.2 Disability

The Disability Discrimination Act (DDA) defines a disabled person as:

"Someone who has a physical or mental impairment that has a substantial and long-term adverse effect on his or her ability to carry out normal day-to-day activities."

According to the 2001 census, 15.51% of Haringey's residents are classed as having a limiting long-term illness. This figure is consistent with the London average (15.49%) and slightly lower than England as a whole (17.93%). When considering those of working age; 12.81% of Haringey residents have a limiting long-term illness, slightly higher than the London average of 11.87%. The east of the borough has a greater proportion of people receiving community based assistance to support them with disabilities or sensory impairment.

Residents with a substantial or long-term physical disability can apply for a range of travel concessions including the Disabled Blue Badge and Disabled Freedom Pass. Haringey has 7941 Disabled Blue Badge holders and 6163 Disabled Freedom Pass holders. Those residents will still qualify for a 50% reduction in visitor permit charges, and blue badge holders may continue to park free of charge for unlimited periods in residential, shared use and pay & display bays.

2.3 Gender

According to the office of national statistics, the ratio of males and females in the borough is approximately 50:50 (Table 1).

Table 1: Distribution of males and females in the borough

Gender	Number of people	Percentage
Male	112,800	50.2
Female	112,000	49.8

There is no evidence that the proposed increase will impact more on women than on men.

2.4 Race

Haringey is a diverse borough; the 2001 census reported that 34.4% of residents belonged to a Black or Ethnic Minority group. The bulk of residents in Haringey can be identified as white, making up 65.6%. The largest ethnic groups were White British (47.6%), White other (14.1%), Caribbean (8.3%) and African (9.1%).

There is a clear difference in the areas of the borough that different ethnic groups reside in. White groups tend to congregate in the west of the borough; particularly in Fortis Green, Muswell Hill and Crouch End. Residents of Black ethnic origin are more likely to be found in the east of Haringey; mainly in Northumberland Park, Bruce Grove, and Tottenham Green.

Demographic information also suggests that black and ethnic minority families have larger household sizes in comparison with non BME families, and as a consequence may have more than one car per household or may need to use a bigger car.

The table below details the impact of the charge increase on permit holders within each CPZ.

CPZ	% permit holders who will pay an additional £5 annually (to £20)	% permit holders who will pay an additional £20 annually (to £50)	% permit holders who will pay an additional £40 annually (to £100)	% permit holders who will pay an additional £60 annually (to £150)	% of 2+permits per household *
Belmont	1%	34%	50%	15%	21%
Bounds Green	1%	38%	50%	11.5%	7%
Bruce Grove	0.5%	35%	51%	13.5%	13%
Crouch End (all)	0.5%	34%	46.5%	19%	6%
Finsbury Park (All)	0.5%	38%	50%	11.5%	10%
Fortis Green	0%	28%	45%	27%	13%
Green Lanes (All)	0.3%	35%	52%	12%	8%
Highgate (All)	1%	32%	41%	27%	13%
Seven Sisters	0.50%	34%	53%	12.5%	10%
Tottenham Hale	1%	35%	51%	14%	4%
Wood Green (All)	0.5%	35.5%	52%	12%	9%
Woodside	0%	34%	50.5%	15.50%	19%
Impact by charge band	0.5%	34%	49%	16%	11%

* The data relating to 2+permits per household does not relate solely to family households and will include flat share etc.

This analysis indicates a reasonably consistent distribution of permit charges by CO₂ emissions within each CPZ. The more affluent part of the borough, Fortis Green and Highgate and Crouch End have a higher percentage of larger vehicles and more than vehicle per household. However Belmont, and Woodside also have a significantly higher percentage of 2+ permits per household.

2.5 Religion, belief or non-belief

The most recent figures relating to religion are drawn from the 2001 census; it concluded that 50.1% of residents identified themselves as Christian. This is lower than the London average of 58.2% and significantly below the England and Wales average of 71.7%. The second most popular category was no belief, accounting for 20% of the borough, higher than both the London (15.8%) and, England and Wales average (14.8%). Muslim is the third largest religious group in Haringey, making up 11.8% of respondents, greater than London (8.5%) and, England and Wales (3%). The remainder of the community is made up of; Jewish (2.6%), Hindu (2.1%), Buddhist (1.1), Sikh (0.3%) and other (0.5%). Haringey is the 12th most religiously diverse borough in England and Wales, and the 11th most diverse of the 33 London boroughs. Different religious groups are relatively well distributed throughout Haringey's wards. The highest concentration of Christians is in White Hart Lane (56.88%); the greatest concentration of no belief is in Stroud Green (32.67%). Tottenham Hale has the largest Muslim community with 16.74% of residents identifying it as their religion. Seven Sisters has the largest number of Jewish residents, and Bounds Green the largest share of Hindus.

Parking restrictions operate outside places of worship across the borough. As such there is no evidence that the charge increase will impact more on any particular religion group.

2.6 Sexual Orientation

Currently the Office of National Statistics does not collect data on sexuality or sexual orientation. The GLA estimates that 5-10% of London is Lesbian, Gay or Bisexual; but does not provide an estimate for individual boroughs. As a result it is not possible to provide an accurate profile of sexual orientation in Haringey.

2 b) What factors (barriers) might account for this under/over representation?

The assessment has not highlighted any under or over representation. The majority of CPZ coverage is in the central and eastern part of the borough due to population density and public transport provision (this area is better serviced by British Rail and London underground services) and as a consequence there is more need for traffic restraint measures.

Step 3 - Assessment of Impact

3 a) How will your proposal affect existing barriers? (Please tick below as appropriate)

Increase barriers?	Reduce barriers?	No change?
A potential impact on low income households as most CPZ coverage is in the central or eastern parts of the boroughs where household income tends to be lower. The potential risk that visitors to our town centres will change their shopping patterns and thus reduce local shopping choice.	The new carers and one month resident's permits will reduce barriers. An increase in parking turnover will be especially beneficial for short stay visits by shoppers or visitors. Blue badge holders will benefit from easier access to convenient parking locations. Businesses and traders will benefit from easier access for some of their customers / shoppers. Increased take up of public transport or more people walking or cycling to town centres. Potentially increase trade in town centres from passing trade (those driving through as opposed to specifically visiting the area. The community in general will continue to benefit from the proportion of parking revenues spent on highways maintenance or concessionary travel.	Residents (and visitors) with long term physical disabilities are the target group most reliant on parking provision and concessions for access purposes. Proposals will have little or no change on this group.

3 b) What specific actions are you proposing in order to respond to the existing barriers and imbalances you have identified in Step 2?

Proposals will not impact more on any one target group, but may represent a higher proportionate increase on those on low household incomes. Approximately 34% of permit holders will pay an additional £20, 49% will pay an additional £40, and 16 % will pay an additional £60 per annum. The cost of second and subsequent permits per household are higher and the level of increase in this group ranges from £5 to £50 per annum.

3 c) If there are barriers that cannot be removed, what groups will be most affected and what Positive Actions are you proposing in order to reduce the adverse impact on those groups?

The Council has invested in sustainable transport projects which include car clubs, which offer a low cost alternative to owning a vehicle. The take up of concessionary travel is also very high with over 29,000 Freedom Passes issued to older residents. The Freedom Pass allows free travel

on public transport offering an alternative to private car use. A high percentage of residents are also eligible to same form of concession on public transport.

Step 4 - Consult on the proposal

4 a) Who have you consulted on your proposal and what were the main issues and concerns from the consultation?

Statutory notification was undertaken, which included putting public notices in all roads affected by proposals asking for informal feedback from interested stakeholders. Questionnaires were also distributed to businesses and motorists in town centre areas to assess the possible impact that the increases to pay & display charges may have on parking patterns in those areas.

The main objections to permit charges cited by residents are that the proposed increase is unjustified.

Businesses raised concerns that increasing pay & display charges would impact on their businesses as people went elsewhere to shop. The analysis of feedback is detailed in the report to Cabinet, for Members consideration prior to a decision being made to implement the charge increase.

4 b) How, in your proposal have you responded to the issues and concerns from consultation?

All feedback will be taken account of before a decision is made to implement the increases proposed.

4 c) How have you informed the public and the people you consulted about the results of the consultation and what actions you are proposing in order to address the concerns raised?

If a decision is taken to implement charges, a response will be sent to all who gave feedback and notification of the charge increase will be published in local papers and detailed in renewal letters sent advising residents of the increase.

Step 5 - Addressing Training

Do you envisage the need to train staff or raise awareness of the issues arising from any aspects of your proposal and as a result of the impact assessment, and if so, what plans have you made?

No

Step 6 - Monitoring Arrangements

If the proposal is adopted there is a legal duty to monitor and publish its actual effects on people. Monitoring should cover all the six equality strands. The purpose of equalities monitoring is to see how the policy is working in practice and to identify if and where it is producing disproportionate adverse effects and to take steps to address the effects. You should use the Council's equal opportunities monitoring form which can be downloaded from Harinet. Generally, equalities monitoring data should be gathered, analysed and report quarterly, in the first instance to your DMT and then to the Equalities Team.

What arrangements do you have or will put in place to monitor, report, publish and disseminate information on how your proposal is working and whether or not it is producing the intended equalities outcomes?

- *Who will be responsible for monitoring?*

The parking service will be responsible for monitoring any impact of the increase in parking charges.

- *What indicators and targets will be used to monitor and evaluate the effectiveness of the policy/service/function and its equalities impact?*

The level of take up of permits within CPZs is monitored regularly and any change to normal patterns can be identified. Changes will be introduced to capture specific equalities data on permits holders and this will be progressed as part of other improvements to the permit service.

- *Are there monitoring procedures already in place which will generate this information?*

Yes, in terms of parking patterns and general uptake of permits.

- *Where will this information be reported and how often?*

This information is most likely to be reported to the service management team as part of the monthly performance management/ monitoring process

Step 7 - Summarise impacts identified

In the table below, summarise for each diversity strand the impacts you have identified in your assessment

Age	Disability	Ethnicity	Gender	Religion or Belief	Sexual Orientation
May impact on those of retirement age who may be on lower income. Those individuals will also qualify for a Freedom Pass which allows free travel on public transport. The borough is well served by public transport.	No overall impact.	The increase may impact on those on lower household incomes as the majority of CPZ coverage is in central and eastern parts of the borough where we have a higher percentage of Ethnic minorities and a higher level of residents on lower incomes.	No impact	No impact	Insufficient information to determine.

Step 8 - Summarise the actions to be implemented

Please list below any recommendations for action that you plan to take as a result of this impact assessment.

Issue	Action required	Lead person	Timescale	Resource implications
The increase in charges may result in a reduction in the uptake of parking permits by residents of some CPZs.	We believe this risk to be low and permit sales to be monitored on a monthly basis.	Head of Parking services	Ongoing from implementation of charge increase	Existing resources
Potential impact on disabled motorists	To continue with concessions on transport and parking	Head of Parking services	Ongoing from implementation of charge increase	Existing resources
The increase in charges may result in parking displacement in some parts of the borough where vehicle keepers park elsewhere to avoid the increased charges.	We believe this risk to be low and parking behaviour and trends will be monitored through surveys.	Parking Enforcement Manager	Ongoing from implementation of charge increase	Existing resources
The increase may result in reduced usage of pay & display facilities	We believe this risk to be low and it be monitored through parking trends and P&D ticket sales	Parking Enforcement Manager	Ongoing from implementation of charge increase	Existing resources
Increases may have a disproportionate impact on those on	No specific action that can be taken apart from monitoring the situation.			

lower income.	Proposed increases represent a small proportion of the costs of keeping and using a car.				

Step 9 - Publication and sign off

There is a legal duty to publish the results of impact assessments. The reason is not simply to comply with the law but also to make the whole process and its outcome transparent and have a wider community ownership. You should summarise the results of the assessment and intended actions and publish them. You should consider in what formats you will publish in order to ensure that you reach all sections of the community.

When and where do you intend to publish the results of your assessment, and in what formats?

On the Councils website

Assessed by (Author of the proposal):

Name: ANN CUNNINGHAM

Designation: Head of Parking Services

Signature: ACunningham

Date: 10/3/2011

Quality checked by (Equality Team):

Name: Eve Featherstone

Designation: Principal Equalities Officer

Signature: E Featherstone

Date: 11/3/2011

Sign off by Directorate Management Team:

Name: Niall Bolger

Designation: Director of Urban Environment

Signature: NPBolger

Date: 17th March 2011

