

Report for: Cabinet Member Signing

Item number: 4

Title: Parking Permit Review

Report

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

Lead Officer: Ann Cunningham, Head of Operations

Ward(s) affected: All

Report Key Decision

Describe the issue under consideration

- 1.1 Parking policy plays a key role in the delivery of our overarching transport policies and strategies, as well as Corporate Plan priorities. Improving air quality by reducing harmful emissions from transport is a priority, with many projects and programmes underway. This includes measures that encourage people to travel more sustainably and for drivers to use more fuel efficient vehicles.
- 1.2 This report outlines changes proposed to parking permit policy, furthering efforts to encourage the uptake of more fuel efficient vehicles, and addressing gaps or weaknesses in current permit provision. The changes proposed include reviewing the CO₂ emission charge bands, rationalising the visitor permit offer, and introducing a more flexible parking offer for traders. It seeks approval to proceed to statutory consultation on those changes.

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, cycling. Whilst many of our residents will still chose to own a car, we hope to encourage a change to less polluting vehicles.

3. Recommendations

3.1 That the Cabinet Member agrees to consult on;

- The changes proposed to the CO₂ emission charge bands, as set out in Appendix 1
- The changes proposed to the Visitor permit scheme as set out in paragraph 6.9
- To replace the traders parking permit with a permission to park.

3.2 That the Cabinet Member authorises officers to proceed to statutory consultation on those proposals and agrees to receive a further report setting out the results of the statutory consultation.

4. Reasons for decision

4.1 To review parking permit policy ensuring that it continues to support the delivery of the Council's wider transport policies and Corporate Plan priorities. Changes to parking policy and parking charges must be formally approved by the Cabinet Member prior to proceeding to statutory consultation on proposals.

5 Alternative options considered

5.1 Consideration was given to retaining the existing arrangements, but this was not deemed appropriate. Parking permit policy makes a considerable contribution to the delivery of our transport policies and strategies, as well as to Corporate Plan priorities. It is important that these policies are reviewed and if necessary adjusted periodically.

6 Background information

CO₂ emission charging structure

6.1 The Council has linked the majority of parking permit charges to vehicle CO₂ emissions since 2008. The CO₂ emission bands introduced by the Council are based loosely on the DVLA vehicle tax model. Engine size is used for vehicles registered before 2001.

6.2 Charges are incrementally higher for more than one residential parking permit per household. This has proved difficult to administer resulting in a higher level of contact than originally anticipated.

6.3 It is proposed that the Council aligns the CO₂ emission bands with the DVLA vehicle tax model. Motorists are now familiar with this model. As the DVLA are the experts in this area, we can rely on their categorisation of CO₂ emissions rather than justify our own. It is noted that the DVLA vehicle licensing arrangements have changed for vehicles registered after 1 April 2017 and as a consequence the

Council may need to review the CO₂ banding structure again sometime in the future. This will also replace the existing incremental charge for additional permits per household.

- 6.4 At present applicants may only purchase an annual parking permit. There is a need to introduce a 6 monthly option for residential permits, to deal primarily with the increasing number of applicants on shorthold tenancies, and to suit applicants who may prefer not to purchase an annual permit. All residential permit renewals can be done online without any interaction with the Council and as such this will not represent any additional burden on Customer Services. Appendix 1 sets out the proposed change by permit type, which caters for all stakeholders, including school staff involved in the delivery of the school curriculum.

Visitor Parking Permits

- 6.5 Visitor parking permit policy has not been reviewed in any significant detail for a number of years. The scheme offers a range of permits at very low cost, which does not help manage demand for parking spaces or encourage the use of more sustainable modes of transport. In addition, the concessionary scheme offers a 50% reduction in charge and double the allocation of permits to residents who are registered disabled, and to those aged 60 years of age and over, which was the default retirement age when this concession was first introduced. Many residents are now in full time employment when accessing the concessionary scheme.
- 6.6 There is a need to rationalise the offer, ensuring that residents can receive visitors, but within the spirit of our overarching transport policies and strategies.
- 6.7 It is therefore proposed that the offer be limited to an hourly and daily visitor parking permit. This will remove the need for an upper limit on numbers that can be purchased. It is however expected, that those permits will be used within the year purchased and not stock piled for future years, where further car restraints measures may be required. Unused permits will therefore not be exchanged or refunded. It is also proposed that the charge for hourly permits be increased to 80p per hour, bringing it more in line with charges applied in other London boroughs.
- 6.8 The age at which residents may access the concessionary scheme will be increased to 65 years and over. There are no changes proposed to the concessionary scheme that applies to those registered disabled.
- 6.9 The table below sets out the current and proposed offer;

Current offer	Charge and numbers of permits that be purchased annually	Proposed offer	Charge
Daily VP	240 @ £3.50	Daily permits	£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 or	N/A	N/A
1 hour permit	480 @ 35p	1 hour permit	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>
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Traders Permits

6.10 Traders working at properties in CPZs may purchase daily or monthly (trader) permits. However, the application process is not flexible, requiring applications to be made in advance by email, involving a level of forward planning that is not always possible. It is therefore proposed to introduce a replacement (permission to park), similar to that offered in many London Boroughs. This will allow a trader to complete the process online without any interaction with the Council. A charge of £20 per day is proposed, which is in line with that charged by other boroughs. This dispensation can also be extended to other ad hoc situations where motorists legitimately require parking, but are not entitled or cannot satisfy requirements for other permits, for example house removals. The scheme will be reviewed periodically to ensure that it is meeting its objectives and not subject to misuse.

7. Contribution to strategic outcomes

7.1 The measures proposed in this report will support the new Haringey Transport Strategy currently under development. They will continue to 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. They will be incorporated into the revised Parking Strategy that will sit under the Transport Strategy.

8. Comments of the Chief Finance Officer and Financial Implications

8.1 This report requests that Cabinet Member agrees to consult on changes proposed to the 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 the 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.

9 Comments of the Head of Legal Services and Legal Implications

9.1 The Council has legal authority under the Road Traffic Regulation Act 1984 (“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.

9.2 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.

9.4 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 however, the Council must undertake a full statutory consultation on its proposal to amend Visitors Parking Permits and replace Traders’ Permits. This report proposes 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. The Council must give full and proper consideration to all feedback and representations received.

The Councils procedures in accordance with 1984 Act and the Local Authorities’ Traffic Orders (Procedure) (England and Wales) Regulations 1996 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 delegated authority 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.

9.5 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.

10 Comments of the Head of Procurement

10.1 N/A

11. Equality

11.1 The Public Sector duty is set out in Section 149 of the Equality Act 2010. It requires the Council, when exercising its functions, to have regard to the need to eliminate discrimination, harassment and victimisation and other conduct prohibited under the Act, and advance equality of opportunity and foster good relationships between those who share protected characteristic and those who do not share that protected characteristic.

11.2 The Equality Impact Assessment found that it is likely that most protected groups will be impacted to some degree by the changes proposed. While the concessionary visitor permit scheme will continue to support elderly and disabled residents, there will be an impact on those aged between 60 and 65 years of age, who previously qualified for the concessionary visitors permit scheme. It is likely that there will also be an impact on those on low incomes. The 6 monthly residential permit will help mitigate the impact on low income households.

13. Use of Appendices

Appendix 1 – changes proposed by permit type

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

14. Local Government (Access to Information) Act 1985

- 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 (1 st 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 3000cc	£180.00	£114.00
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	£618.00
151 -165	£ 600.00	
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
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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 – discontinued

8) Parking Dispensations - £20 per day.

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

Borough	Details of offer	Charge s
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 parking permits	CO2 Emissions based charging introduced September 2016.	Ranging from £10 (no emissions) to £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 Permits	CO2 emission based charges	£205 to £910
Dispensation		£30

