

**Report for:** Cabinet – 10 March 2020

**Item number:** To be added by the Committee Section

**Title:** Parking Permits and Charges – Ultra Low Emission Zone (ULEZ) Readiness Report

**Report authorised by:** Stephen McDonnell, Director of Environment and Neighbourhoods.

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**Ward(s) affected:** All

### Report for Key/Non-Key Decision: Key decision

#### 1. Describe the issue under consideration

- 1.1 The Council's Borough Plan, Transport Strategy and Air Quality Action plan (AQAP) set out the Council's commitment to improving air quality and taking steps to reduce pollution that is harmful to health. The Council has also committed to becoming a zero-carbon borough by 2041.
- 1.2 In addition, Transport for London will extend the Ultra-Low Emission Zone (ULEZ) to Haringey in 2021, when all vehicles will need to meet specific emission standards to enter the zone without incurring a daily charge.
- 1.3 Transport is one of the main contributors to poor air quality. Around half of emissions from road transport are nitrogen oxides (NOx), which contribute to illegal levels of nitrogen dioxide (NO2), and particulate matter (PM). The Council, through its AQAP and Carbon Reduction plans, agreed a series of actions and commitments to reduce harmful emissions from road transport, including using parking charges as a means of discouraging private car use where possible, and incentivising the use of low and zero emission vehicles.
- 1.4 A review of parking charges and the amendments proposed in this report are seeking to give effect to the aims and objectives set out in the Transport Strategy and the AQAP, both of which are central to London Mayor's objectives in improving air quality in Haringey.
- 1.5 The ULEZ is part of a package of measures that the Mayor is putting in place to tackle the public health crisis created by London's air pollution.
- 1.6 The proposed changes to our parking charges contained within this report are also intended to encourage people to prepare in time for the upcoming extension to the ULEZ. The charges have been set at a level to encourage people to make careful decisions when considering a new vehicle and how they contribute to local air quality in Haringey.
- 1.7 When setting and reviewing fees and charges for our parking services, the Council will always seek to set a pricing level that balances the needs of businesses and the

local economy, with the need to push for that step change away from unnecessary car use to more sustainable modes of travel.

## 2 Cabinet Member Introduction

- 2.1 The Council is committed to improving the quality of life for all residents in the borough. Haringey is acting decisively to improve air quality and offer healthy choices as it applies across the piece, but in particular to transport choices. The measures proposed in this report are necessary to influence transport choices and encourage a move to more sustainable modes of transport.

## 3 Recommendations

- 3.1 It is recommended that Cabinet agrees to;
- (i) Authorise officers to proceed to carry out formal consultation on amending relevant Traffic Management Orders to introduce the charges and surcharges as set out in **Appendix 1** of this report and the following changes to parking terms and conditions:
    - a. A surcharge on diesel fuelled vehicles
    - b. A surcharge on second and subsequent permits per household
    - c. Introduce a 25% surcharge on diesel fuelled our on-street pay to park` areas and off-street car parks, as set out in paragraph 6.6.
    - d. Implement proposed changes to Visitor Vouchers arrangements as set out in paragraph 6.11.
    - e. Provide a free residential parking permit for Disabled Blue Badge Holders to park within their local CPZ for a vehicle registered to them as set out in paragraph 6.13.
    - f. Introduce a £20 administration fee on parking permit refunds except for visitor vouchers which shall be non-refundable, as set out in paragraph 6.14.
  - (ii) Receive a further report to decide whether to amend the relevant Traffic Management Orders as proposed under recommendation (i) after consideration of the responses to the statutory consultation.

## 4 Reasons for decisions

- 4.1 The Council has committed to acting decisively to improve air quality and reduce carbon emissions, which is widely accepted as a contributor to climate change. Those decisions include using parking policies as a tool to affect change. Proposals in this report set out the measures necessary to influence transport choices and encourage a move to more sustainable modes of transport. The ULEZ is planned to be extended from 25 October 2021 to include the inner London area within the North and South Circular Roads which includes Haringey.
- 4.2 In line with Local and National Climate Change policies, the Council linked parking permit charges to CO<sub>2</sub> emissions in 2008. By raising awareness of the environmental impact of CO<sub>2</sub> emissions, people were encouraged to use lower, more sustainable forms of transport to help reduce the associated Greenhouse gas effect. Diesel was initially considered more environmentally friendly than petrol, as diesel fuelled vehicles are more efficient and as such produce less CO<sub>2</sub> per mile. Whilst internal combustion engines have become cleaner in recent years; it was subsequently found that diesel vehicles produce high emissions of Nitrous Oxides

(NOx) and harmful Particulate Matter (PM). There is growing evidence to suggest that emissions from diesel engines have the following negative effects;

- contribute to poor air quality
- increase the risk of lung cancer
- can cause heart attacks and
- reduce life expectancy.

4.3 At present 7800 parking permits are issued to diesel fuelled vehicles annually in Haringey. In addition, 44% of vehicles using the on-street and car park facilities are diesel fuelled vehicles. These measures are therefore recommended to discourage the use of diesel fuelled vehicles, reducing harmful emissions whilst continuing to deliver our carbon reduction pledges.

## 5 Alternative options considered

5.1 The Council commissioned a feasibility study into the possible development of an integrated emissions charging tool, that would take account of both CO2 and NOx. Following extensive investigations this did not prove viable.

5.2 The other option considered was to continue with current charging policies and rely on National and Regional levers to influence car ownership and use. Those measures include the expansion of the Ultra-Low Emission Zone (ULEZ) to Haringey in 2021. However, Haringey's ambitions in terms of improving air quality require decisive local measures to be implemented.

5.3 Consideration was also given to exempting Euro 6 diesel compliant vehicles from the proposed diesel surcharge, and in doing so align the surcharge with the Ultra-Low Emission Zone (ULEZ) criteria. However, several cities are taking steps to ban all diesel fuelled vehicles from city centres, and our policies support the view that the use of all diesel fuelled vehicles should be discouraged.

## 6 Background Information

6.1 Parking charges were last reviewed in 2017. The resulting changes primarily involved aligning the permit CO2 emission charge bands with the DVLA vehicle tax model. As the DVLA are the experts in this area, it was deemed more appropriate to rely upon their categorisation of CO2 emissions rather than justify the Council's own banding system. It's noted that the DVLA have changed their approach to vehicles registered after the 1st April 2017, predominantly introducing a flat rate charge.

6.2 Haringey's proposed new measures will include;

- A surcharge on diesel fuelled vehicles
- An increase across existing parking permits charge bands
- A surcharge on second and subsequent permits per household
- Changes to terms and conditions that apply to visitors permits
- A free residential parking permit for Disabled Blue Badge Holders to park within their local Controlled Parking Zone (CPZ) for a vehicle registered to them
- The introduction of an administration fee for processing parking permit refunds

### Diesel Surcharge

- 6.3 Many London Boroughs have already successfully introduced parking levies on diesel fuelled vehicles. This a logical step to take considering that the Council already links parking charges to CO2 emissions.
- 6.4 In determining the level of surcharge that should apply, it is recognised that modal change and vehicle ownership is influenced by several personal factors. It is also understood that any surcharge applied is unlikely to result in an immediate move to lower or zero emission vehicles. However, the proposed annual surcharge of £80, if adopted, is set at a level that will raise awareness of the impact of diesel emissions on local air quality and will influence choices when private car owners and businesses are changing their vehicles.
- 6.5 In terms of the financial impact on those permit holders this will, to some degree, redress the current imbalance where despite associated health impacts, diesel fuelled vehicles benefit from lower parking permit charges as they tend to fall within lower CO2 emission bandings.
- 6.6 It is also intended that a 25% surcharge will apply to on-street and car park charges. This is subject to finalising arrangements for delivery of contactless payments and the move to the new Pay by Phone provider. Whilst technical capabilities exist, the business case, taking account of all associated costs needs further development, which can only be done once both contracts have been awarded and implemented.

#### **Current CO<sub>2</sub> Emission Charges**

- 6.7 There are currently 13 charge band based on CO2 emissions, with incrementally higher charges applying according to emission band. It is proposed that an increase is applied to all bands as set out in appendix 1.

#### **Surcharge on 2<sup>nd</sup> and subsequent permits per household.**

- 6.8 At present the Council allows individuals and households within CPZs to purchase as many parking permits as they require. However, it is important that the Council discourages multiple car ownership by encouraging the uptake of sustainable modes of travel which ensures a less congested road network and kerb space. Rather than impose a limit, it is proposed that a surcharge of £50 is applied to second and subsequent permits purchased per household. This will continue to give residents and households the opportunity to purchase as many permits as required, but they will pay a higher charge for subsequent permits.

#### **Visitors Vouchers**

- 6.9 The council currently takes a pragmatic approach and allows residents to purchase an uncapped number of visitor vouchers which includes hourly and daily vouchers. The council has noted that visitor voucher purchase has spiked, especially in the Tottenham Hotspur event day areas, creating additional parking pressures. There is evidence where third parties are willing to purchase those permits at a premium from residents and the level of use suggests that some residents are selling those permits on.

- 6.10 Whilst the existing terms and conditions require that permits are not resold, enforcement of this is not possible with the existing IT system. Furthermore, if enforcement were possible this would be contingent on a high evidential threshold and not anecdotal evidence.
- 6.11 In order to continue with the sales policy referred to above the following recommendations are made will be implemented through the new IT system in July 2020.
- The use of a daily visitor permit both online and paper option, to be restricted to two concurrent live permits per account holder i.e. if a third permit is in use then the vehicle utilising the 3<sup>rd</sup> and subsequent permits may be issued with a Penalty Charge Notice.
  - The cost of daily visitor vouchers to increase to £4 across all CPZ areas.

### **Companion Permit**

- 6.12 Disabled Blue Badge Holders may purchase a Companion Badge that can be used in place of Blue Badge when parking within the borough. It was intended that this would avoid the need to display the blue badge, especially when parking overnight and the risk of theft the badge was highest.
- 6.13 As most Disabled Blue Badge holders may already park free of charge in residential or shared use parking bays, it is proposed that Haringey offer Disabled Badge Holders a free (virtual) resident permit. This will continue to help the badge holder protect themselves against theft. Once issued, the virtual permit would allow the permit holder to park a vehicle registered to them in their home CPZ. As the permit is virtual, there would be no need to display anything in the vehicle. The Disabled Blue Badge must be used when parking on yellow lines, or in pay by phone bays, and disabled bays.

### **Parking permit refunds**

- 6.14 The Council introduced a 6 monthly residential parking permit in 2018. This was intended to help lower income households, as well as meeting the needs of those with shorter term tenancies. It was expected that this would reduce permit refund requests. However, the number of refund requests has not decreased. The administration of those refunds' places considerable pressures on resources. It is proposed that instead of reviewing the refund policy, which allows a full refund of each unused month, an administration fee of £20 is applied to handling a refund application. Many London Boroughs have already introduced such measures.
- 6.15 In addition, visitors' vouchers are purchased in large quantities and residents subsequently request a refund on unused permits. As charges for those permits are relatively low the cost of processing these refunds often exceeds the value of the refund. Rather than impose the £20 administration fee, it is proposed that unused visitor vouchers are non-refundable.

## **7 Contribution to strategic outcomes**

7.1 The Parking Charge Review supports two Themes within the Borough Plan 2019-2023 – People and Place.

7.2 People Theme: Our vision is a Haringey where strong families, strong networks and strong communities nurture all residents to live well and achieve their potential. A shift to sustainable modes of transport including walking and cycling will contribute to specific Outcomes within this Theme including:

- Ensuring children have the best start in life e.g. less pollution and better air quality and improved road safety.
- All children in the borough will be happy and healthy as they grow up e.g. less pollution and better air quality and improved road safety.
- All adults are able to live healthy and fulfilling lives, with dignity, staying active and connected in their communities e.g. prioritised parking for local residents and their visitors, accessible junctions to promote walking & cycling. Dedicated disabled bays for residents who need them.

7.3 Place Theme: A place with strong, resilient & connected communities where people can lead active and healthy lives in an environment that is safe, clean and green. Proposals in this report will contribute to specific Outcomes within this Theme including:

- A healthier, active and greener place, improving air quality and reducing carbon emissions
- A cleaner, accessible and attractive place e.g. better managed parking leading to more attractive streetscape, with improved accessibility for pedestrians.

## **8 Statutory Officers comments (Chief Finance Officer (including procurement), Assistant Director of Corporate Governance, Equalities)**

### **9. Finance**

9.1 The report recommends that:

- 1) Cabinet agrees to various new proposals and changes to parking charges in readiness for the proposed extension of ULEZ.
- 2) Cabinet authorises officers to proceed to consultation on the introduction of these proposals and changes.

9.2 These proposals and changes will, together with other policies and plans, help deliver key commitments to our residents.

9.3 The cost of engagement and consultation on these proposals will be met from existing service budget. The financial implication of these proposals and changes cannot be fully developed at this stage until consultation is completed and outcomes are known. Once the engagement and the consultation outcomes are known, the financial implications will be fully developed and reported accordingly.

### **10 Procurement**

10.1 There are no procurement issues arising from recommendations in this report.

## **11 Legal**

11.1 The Council may under section 46 of the Road Traffic Regulation Act 1984 (the “1984 Act”) vary the charges and restrictions for vehicles left in designated parking places.

11.2 By virtue of section 46A of the 1984 Act, there is no statutory requirement for the Council to consult on the proposals to vary existing parking charges however, the Council must undertake a full statutory consultation pursuant to section 46 of the 1984 on its proposals contained in this report to introduce new charges and to amend terms and conditions. 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. Operational guidance on parking policy and enforcement has been prepared by the Department for Transport. This guidance is not statutory guidance that the Council must have regard to, but it is recommended in statutory guidance that the operational guidance be read by local authorities.

11.3 When undertaking the statutory consultation for the traffic order in accordance with the Procedure Regulations regard should be had to the decisions of the Court regarding consultation which provides that a consultation must be at a time when proposals are still at a formative stage; sufficient reasons must be given for any proposal to enable intelligent consideration and response; adequate time must be given for such consideration and response and the product of the consultation must be conscientiously taken into account in finalising any proposals.

11.4 The Council must not set charges for vehicles left in designated parking places for the purpose of raising revenue. The setting of charges that results in a surplus will not in itself be unlawful provided such surplus is used for the purposes specified in section 55 of the 1984 Act which includes the cost of provision and maintenance of off-street parking accommodation.

11.5 In determining the amount of any charges payable for vehicles left in designated parking places, the Council shall consider both the interests of traffic and those of the owners and occupiers of adjoining property, and the Council shall have regard to:

- the need for maintaining the free movement of traffic;
- the need for maintaining reasonable access to the premises; and
- the extent to which off-street parking is available in the neighbourhood

In addition, the Council shall secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway.

11.6 The exercise of the power contained in section 46 of the 1984 Act to vary the charges and permits for vehicles left in designated parking places is an executive function to be taken by Cabinet in accordance with the Council’s Constitution.

## **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.

- 12.1 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 decision is to approve this report is to discourage private car use and to encourage modal shift to more sustainable modes of transport, thereby delivering improvements to the health of Haringey residents.
- 12.3 Improvements in air quality are likely to benefit older people, younger people, those with disabilities and/or long-term health conditions, and BAME communities who are overrepresented among residents of areas with high levels of air pollution.
- 12.4 This decision relates to Haringey Council's Transport Strategy, which was approved by Cabinet in March 2018 and was accompanied by an Equalities Impact Assessment, which is accessible at this link.

[https://www.haringey.gov.uk/sites/haringeygovuk/files/haringey\\_transport\\_strategy\\_2018.pdf](https://www.haringey.gov.uk/sites/haringeygovuk/files/haringey_transport_strategy_2018.pdf)

### 13 Use of Appendices

Appendix 1 - Proposed increase by permit type, including proposed surcharge

Appendix 2 - EQIA

### 14 Local Government (Access to Information) Act 1985

- [Haringey Transport Strategy 2018-2028](#)
- [Air Quality Action Plan](#)
- [Carbon Reduction Plan](#)

## Appendix 1: Proposed increase by permit type, including proposed surcharge

### 1. Residential Parking Permits

CO2 Emission Band (CO2 g/km)	Current Price Annual	Current Price 6 Monthly	Proposed charge Annual	Proposed charge 6- monthly	Surcharge
Up to 100	£21	N/A	£31	N/A	£50 annual

101 -110	£31	£16	<b>£41</b>	<b>£21</b>	surcharge for 2 <sup>nd</sup> and subsequent permit per household  £80 annual diesel surcharge
111 - 120	£41	£21	<b>£51</b>	<b>£26</b>	
121 - 130	£62	£31	<b>£72</b>	<b>£36</b>	
131 -140	£83	£41	<b>£93</b>	<b>£46</b>	
141 -150	£103	£52	<b>£113</b>	<b>£57</b>	
151 -165	£145	£72	<b>£155</b>	<b>£77</b>	
166 -175	£165	£83	<b>£175</b>	<b>£88</b>	
176 - 185	£186	£93	<b>£196</b>	<b>£98</b>	
<b>186- 200</b>	£207	£103	<b>£227</b>	<b>£113</b>	
<b>201-225</b>	£227	£114	<b>£247</b>	<b>£124</b>	
<b>226-255</b>	£269	£134	<b>£289</b>	<b>£145</b>	
<b>over 255</b>	£289	£145	<b>£309</b>	<b>£155</b>	

### Vehicles registered before 1 March 2001

Engine Size	Current price (annual)	Current price (6 monthly)	Proposed Price (annual)	Proposed price (6 monthly)	Surcharge
<b>Not over 1540 cc</b>	£72	£36	<b>£92</b>	<b>£46</b>	£50 annual surcharge for 2 <sup>nd</sup> and subsequent permit per household  £80 annual diesel surcharge
<b>1550 cc to 3000cc</b>	£186	£93	<b>£206</b>	<b>£103</b>	
<b>3001cc and above</b>	£289	£145	<b>£309</b>	<b>£155</b>	

## 2) Carers Parking Permits

CO2 Emission Band (CO2 g/km)	Current Price (Annual)	Current Price (6 Monthly)	Proposed price (annual)	Proposed price (6-monthly)	Surcharge
Up to 100	£21	N/A	£31	N/A	£50 annual surcharge for 2 <sup>nd</sup> and subsequent permit per household  £80 annual diesel surcharge
(101 -110)	£31	£16	£41	£21	
111 - 120	£41	£21	£51	£26	
121 - 130	£62	£31	£72	£36	
131 -140	£83	£41	£93	£46	
141 -150	£103	£52	£113	£57	
151 -165	£145	£72	£155	£77	
166 -175	£165	£83	£175	£88	
176 - 185	£186	£93	£196	£98	
<b>186- 200</b>	£207	£103	£227	£113	
<b>201-225</b>	£227	£114	£247	£124	
<b>226-255</b>	£269	£134	£289	£145	
<b>over 255</b>	£289	£145	£309	£155	

Vehicles registered before 1 March 2001 (or where the CO2 emission is not documented)

Engine Size	Permit Price (annual)	Permit price (6 monthly)	Proposed Permit Price (Annual)	Proposed Permit price (6 monthly)	Surcharge
Not over 1540 cc	£72	£36	£92	£46	£50 annual surcharge for 2 <sup>nd</sup> and subsequent permit per household  £80 annual diesel surcharge
1550 cc to 3000cc	£186	£93	£206	£103	
3001cc and above	£289	£145	£309	£155	

### 3) Business Permits

CO2 Emission Band (CO2 g/km)	Current charge	Proposed charge	Surcharge (£80 diesel surcharge on top of permit price)
Up to 100	£103	£123	£203
101 -110	£145	£165	£245

111 – 120	£186	<b>£206</b>	<b>£286</b>
121 – 130	£207	<b>£227</b>	<b>£307</b>
131 -140	£227	<b>£247</b>	<b>£327</b>
141 -150	£248	<b>£268</b>	<b>£348</b>
151 -165	£310	<b>£340</b>	<b>£420</b>
166 -175	£331	<b>£361</b>	<b>£441</b>
176 – 185	£351	<b>£381</b>	<b>£461</b>
186- 200	£413	<b>£443</b>	<b>£523</b>
201-225	£434	<b>£464</b>	<b>£544</b>
226-255	£455	<b>£485</b>	<b>£565</b>
over 255	£475	<b>£505</b>	<b>£585</b>

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

<b>Engine size</b>	<b>Current Charges</b>	<b>Proposed Charge</b>	<b>Surcharge</b> (£80 diesel surcharge )
Not over 1540 cc	£248	<b>£268</b>	<b>£348</b>
1550 cc to 3000cc	£351	<b>£371</b>	<b>£451</b>
3001cc and above	£475	<b>£495</b>	<b>£575</b>

#### **4) Borough Wide and Utility Permits**

<b>CO2 Emission Band</b> (CO2 g/km)	<b>Current charge</b>	<b>Proposed charge</b>	<b>Surcharge</b> (£80 diesel surcharge on top of permit price)
Up to 100	£207	<b>£227</b>	<b>£307</b>
101 -110	£310	<b>£330</b>	<b>£410</b>
111 – 120	£351	<b>£371</b>	<b>£451</b>
121 – 130	£393	<b>£413</b>	<b>£493</b>
131 -140	£434	<b>£454</b>	<b>£534</b>
141 -150	£475	<b>£495</b>	<b>£575</b>
151 -165	£620	<b>£650</b>	<b>£720</b>
166 -175	£661	<b>£691</b>	<b>£761</b>
176 – 185	£702	<b>£732</b>	<b>£802</b>
<b>186- 200</b>	£826	<b>£856</b>	<b>£936</b>
<b>201-225</b>	£868	<b>£898</b>	<b>£978</b>
<b>226-255</b>	£909	<b>£939</b>	<b>£1019</b>
<b>over 255</b>	£950	<b>£980</b>	<b>£1060</b>

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

Engine size	Current Charges	Proposed Charge	Surcharge (£80 diesel surcharge)
Not over 1540 cc	£475	£495	£575
1550 cc to 3000cc	£702	£722	£802
3001cc and above	£950	£970	£1050

#### 5) Pay by phone Proposed surcharge tariffs

Tariffs	Occupancy levels	Charge / Hr	With diesel Surcharge (25%)
Tariff 1	High usage area	£3.30	£4.13
Tariff 2	Medium usage area	£2.10	£2.63
Tariff 3	Low usage area	£1.30	£1.63

#### 6) Visitor Vouchers

Type of Permit	Current Charge	Proposed Charge
CPZ Visitor Voucher	*£3.60	*£4
Event Day CPZ Visitor Voucher	*£2.15	*£4

\* Concessionary rate of 50% discount applied to the visitor voucher charge for those aged 65 or over, or registered disabled.

#### 7) Disabled Blue Badge resident permit - Free

#### 8) Essential Service Permits for All Zones (Non-School)

CO2 Emission Band	Current charge - Essential Service Permits for All Zones (Non-Schools)	Surcharge (£80 diesel surcharge on top of permit price)
Up to 100 CO2 g/km including electric vehicles	£165	£245
101-110 CO2 g/km	£207	£287
111-120 CO2 g/km	£248	£328
121-130 CO2 g/km	£289	£369
131-140 CO2 g/km	£331	£411
141-150 CO2 g/km	£372	£452
151-165 CO2 g/km	£517	£597
166-175 CO2 g/km	£558	£638
176-185 CO2 g/km	£599	£679
186-200 CO2 g/km	£640	£720

201-225 CO2 g/km	£682	£762
226-255 CO2 g/km	£723	£803
Over 255 CO2 g/km	£764	£844

Appendix 2 – Equalities Impact Assessment.

### **EQUALITY IMPACT ASSESSMENT**

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

- Eliminating discrimination, harassment and victimisation and any other conduct prohibited under the Act;
- Advancing equality of opportunity between those with a ‘relevant protected characteristic’ and those without one;
- Fostering good relations between those with a ‘relevant protected characteristic’ and those without one.

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 protect characteristics, please proceed to stage 2 and complete a full Equality Impact Assessment (EqIA).

#### **Stage 2 – Full Equality Impact Assessment**

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

**When an EqIA 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 EqIA process.

<b>1. Responsibility for the Equality Impact Assessment</b>	
<b>Name of proposal</b>	Parking permit and Charges Report (ULEZ Readiness)
<b>Service area</b>	Operations
<b>Officer completing assessment</b>	Greville Percival
<b>Equalities/ HR Advisor</b>	Hugh Smith
<b>Cabinet meeting date (if applicable)</b>	10 March 2020
<b>Director/Assistant Director</b>	Stephen McDonnell, Director of Environment and Neighbourhoods

## **2. Summary of the proposal**

*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*

### **ULEZ Readiness Report**

The Parking permit and Charges (ULEZ Readiness) Report identifies several measures outlined in the 2019 *Parking Transformation Programme* designed to provide accessible parking for all users, discourage unnecessary use of private vehicles, and encourage more use of sustainable travel modes. The main elements of the policy that are subject to this EqIA are:

- Diesel Surcharge and a charge increase on each of the current parking permit CO2 bandings
- Incrementally increased permit charges for 2nd and additional vehicles to discourage private car use and encourage transition to use of lower-polluting vehicles. To offset any disadvantage to Disabled Blue Badge holders, a free resident parking permit will be available for use in their home CPZ
- A £20 administration fee on parking permit refunds.
- Limit on issue of visitor permits on match and event days at

Tottenham Hotspur Stadium (THS) to tackle the problem of re-selling of these.

The Ultra-Low Emission Zone (ULEZ) was introduced in central London in April 2019 and will be extended up to the North Circular Road in 2021. Many motorists commuting into central London who previously parked in the inner London area, are now using boroughs outside the current ULEZ zone to park and then use the Tube to travel to central London. Thus Haringey's protective measures such as multicar and diesel surcharges are important – especially around transport hubs in Wood Green and Tottenham in order to have a real effect in reducing vehicular pollution

**Key Stakeholders**

Key Stakeholders comprise all residents and those who need to use public highway parking facilities and pay to park bays. Key stakeholders also comprise those who use public transport, walk, and cycle - including Haringey residents, businesses and services. Those with disabilities, young children, expectant mothers, and older people are groups most at risk from toxic air pollutants and who will benefit from lower air pollution levels.

The *Parking permit and Charges Report (ULEZ Readiness)* will be submitted to Cabinet for approval in March 2020.

**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	Haringey Equalities Profile <a href="http://www.haringey.gov.uk/sites/haringeygovuk/files/equalities_profile_of_haringey.pdf">http://www.haringey.gov.uk/sites/haringeygovuk/files/equalities_profile_of_haringey.pdf</a> GLA London Ward Profiles <a href="https://londondatastore-upload.s3.amazonaws.com/instant-atlas/ward-profiles-html/atlas.html">https://londondatastore-upload.s3.amazonaws.com/instant-atlas/ward-profiles-html/atlas.html</a>	No impact

Gender Reassignment	Haringey Equalities Profile <a href="http://www.haringey.gov.uk/sites/haringeygovuk/files/equalities_profile_of_haringey.pdf">http://www.haringey.gov.uk/sites/haringeygovuk/files/equalities_profile_of_haringey.pdf</a>	No impact
Age	Haringey Equalities Profile <a href="http://www.haringey.gov.uk/sites/haringeygovuk/files/equalities_profile_of_haringey.pdf">http://www.haringey.gov.uk/sites/haringeygovuk/files/equalities_profile_of_haringey.pdf</a> GLA London Ward Profiles <a href="https://londondatastore-upload.s3.amazonaws.com/instant-atlas/ward-profiles-html/atlas.html">https://londondatastore-upload.s3.amazonaws.com/instant-atlas/ward-profiles-html/atlas.html</a> TfL Roads Taskforce Technical note 12: <a href="http://content.tfl.gov.uk/technical-note-12-how-many-cars-are-there-in-london.pdf">http://content.tfl.gov.uk/technical-note-12-how-many-cars-are-there-in-london.pdf</a>	No impact
Disability	Haringey Equalities Profile <a href="http://www.haringey.gov.uk/sites/haringeygovuk/files/equalities_profile_of_haringey.pdf">http://www.haringey.gov.uk/sites/haringeygovuk/files/equalities_profile_of_haringey.pdf</a>	No impact
Race & Ethnicity	Haringey Equalities Profile <a href="http://www.haringey.gov.uk/sites/haringeygovuk/files/equalities_profile_of_haringey.pdf">http://www.haringey.gov.uk/sites/haringeygovuk/files/equalities_profile_of_haringey.pdf</a>	No impact
Sexual Orientation	Haringey Equalities Profile <a href="http://www.haringey.gov.uk/sites/haringeygovuk/files/equalities_profile_of_haringey.pdf">http://www.haringey.gov.uk/sites/haringeygovuk/files/equalities_profile_of_haringey.pdf</a>	No impact
Religion or Belief (or No Belief)	Haringey Equalities Profile <a href="http://www.haringey.gov.uk/sites/haringeygovuk/files/equalities_profile_of_haringey.pdf">http://www.haringey.gov.uk/sites/haringeygovuk/files/equalities_profile_of_haringey.pdf</a>	No impact
Pregnancy & Maternity	Census 2011 TfL Roads Taskforce Technical note 12: <a href="http://content.tfl.gov.uk/technical-note-12-how-many-cars-are-there-in-london.pdf">http://content.tfl.gov.uk/technical-note-12-how-many-cars-are-there-in-london.pdf</a>	No impact
Marriage and Civil Partnership	Haringey Equalities Profile <a href="http://www.haringey.gov.uk/sites/haringeygovuk/files/equalities_profile_of_haringey.pdf">http://www.haringey.gov.uk/sites/haringeygovuk/files/equalities_profile_of_haringey.pdf</a>	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. 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 the Office for National Statistics (ONS) are used for the purpose of examining the impact on different protected

groups. We also use public and statutory consultations to help identify issues affecting protected 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 are 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.
- **Disability** 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 and is the third highest London Borough for in-migration from Eastern European countries. 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 6,500 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%), Jewish (3%). Hindu (1.8%) and Sikh (0.3%). 25% of Haringey residents stated that they did not have a religion, This compares with 21% for London.
- **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.

Haringey is one of the most deprived areas of the UK (24th out of 236). Job Seekers Allowance claimants are the 2nd highest in London. Therefore, some low-income households will struggle with the cost of car ownership if they drive older, higher polluting vehicles due to the financial implications for them of the ULEZ charge.

### **Impact on Service Users / Inequalities Identified**

#### **Sex**

#### **Diesel Surcharge and a charge increase on each of the current parking permit CO2 bandings**

The surcharge will actively discourage vehicles with high emissions and thereby improve air quality and reduce health inequalities. Consultation feedback confirms that all residents - especially women - feel safer when streets are not crowded with parked vehicles.

Incrementally increased permit charges for 2nd and additional vehicles

Positive impact is expected by discouraging households who operate multiple vehicles from contributing to local air pollution and from taking up excessive parking spaces. .

Limit on issue of Tottenham Event Day (TED) Visitor Permits

There is no evidence that a limit on issue of visitor permits will have any disproportionate or disadvantageous effect on the basis of sex.

**Gender Reassignment**

There is no evidence or published information to indicate either positive or negative impact on people transitioning gender as a result of the proposals in the Report. The Equality and Human Rights Commission estimate that there are between 300,000-500,000 transgender people in the UK but Haringey does not hold data on how many people in the borough identify as transgender.

Diesel Surcharge and a charge increase on each of the current parking permit CO2 bandings

It is anticipated that people with this protected characteristic will not be negatively or differentially affected by incrementally increased parking charges for multiple vehicles or the introduction of a diesel surcharge or increased charges for higher polluting (CO2) vehicles

Incrementally increased permit charges for 2nd and additional vehicles

It is anticipated that people with this protected characteristic will not be negatively or differentially affected by increased charges for multiple vehicle ownership

Limit on issue of Tottenham Event Day (TED) Visitor Permits

There is no evidence that a limit on issue of visitor permits on match and event days will have disproportionate or disadvantageous effect in terms of gender reassignment.

**Age**

Diesel Surcharge and a charge increase on each of the current parking permit CO2 bandings

increased charges and permit prices will negatively impact on older residents who are more likely to have mobility issues, drive older and diesel vehicles, and who rely on regular family/carer visits and will therefore need to purchase significant quantities of Visitor Permits. However, both older people and young children will benefit from measures designed to discourage high pollutant vehicles and encourage sustainable travel modes. The main benefits will be in terms of improved health as a result of better air quality. Haringey's Air Quality Action Plan sets out how older people and younger people are more vulnerable to the effects of air pollution. The Air Quality Action Plan can be accessed here:

<http://www.minutes.haringey.gov.uk/documents/s112468/Appendix%20B%20Haringey%20Final%20AQAP%202019-24%2028.10.19.pdf>

Incrementally increased permit charges for 2nd and additional vehicles

There is no evidence to suggest that people with this protected characteristic will be

negatively or differentially affected by increased charges for multiple vehicle ownership.

#### Limit on issue of Tottenham Event Day (TED) Visitor Permits

There is no evidence that a limit on issue of visitor permits on match and event days will have disproportionate or disadvantageous effect in terms of age. Consultation feedback shows that a lack of action will result in growth of unauthorised visitor parking, which would disproportionately affect older residents and those with mobility impairments who cannot walk far and need to park close to home

#### **Disability**

##### Diesel Surcharge and a charge increase on each of the current parking permit CO2 bandings

While increased charges will affect those who may have to use older, higher polluting vehicles, this is offset by the fact that motorists with disabilities (including hidden disabilities) can apply for a Blue Badge and will also be entitled to a free resident parking permit. Disabled residents who require family and carer visits will be disadvantaged if they need to buy increased quantities of higher priced visitor permits.

##### Incrementally increased permit charges for 2nd and additional vehicles

There is no evidence that people with this protected characteristic will be negatively or differentially affected by increased charges for multiple vehicle permits. Furthermore, if a member of a household is a Blue Badge holder their resident permit will not result in other family members having to pay an incremental increased permit charge.

#### Limit on issue of Tottenham Event Day (TED) Visitor Permits

There is no evidence to suggest any disadvantage or negative impact. The restrictions on issue of Event Day visitor permits are likely to have some positive impact by reducing the number of non-local vehicles parked in residential streets. The positive aspect is that less parking congestion will make it easier for disabled and mobility impaired residents to have visitors and service calls as a result of there being more parking space available.

#### **Race and Ethnicity**

##### Diesel Surcharge and a charge increase on each of the current parking permit CO2 bandings

BAME communities in Haringey are concentrated in areas that have higher than average levels of air pollution. As an indication, the proportion of non-White British communities is 83% in Northumberland Park, compared with 35% in Muswell Hill, and Haringey's Air Quality Action Plan sets out the relative levels of air pollution in these two wards and demonstrates that levels are higher in Northumberland Park. The Air Quality Action Plan can be accessed here:

<http://www.minutes.haringey.gov.uk/documents/s112468/Appendix%20B%20Haringey%20Final%20AQAP%202019-24%2028.10.19.pdf>. It is therefore expected that this group will benefit from the measures to discourage high polluting vehicles, as this will improve air quality and reduce these communities' exposure to pollution.

Haringey's Borough Plan EqIA reports that BAME groups are more likely than others to be earning below the London living wage, and to be in receipt of benefits. Groups with lower incomes may be negatively impacted by the increase in parking costs and will be impacted if they need to drive a more polluting car because they will be less able to afford lower polluting and electric vehicles.

Incrementally increased permit charges for 2nd and additional vehicles

This measure will also offer positive impact by reducing the number of older high polluting vehicles on the roads including those in multicar households.

Limit on issue of Tottenham Event Day (TED) Visitor Permits

BAME communities are overrepresented in Northumberland Park, where THFC Stadium is located, relative to Haringey and London (in Northumberland Park, Haringey's Borough Plan EqIA notes there is a slightly larger proportion of residents of Black ethnicity (40%) compared to people of White ethnicity (39%)). In Tottenham Hale, Bruce Grove and Tottenham Green, more than half of the population is BAME. BAME communities will benefit from this measure which will reduce parking congestion associated with the THFC stadium, as well as non-local and commuter parking in residential streets around the main transport hubs. Reduced parking and traffic congestion also offers benefits in terms of cleaner air.

**Sexual Orientation**

Diesel Surcharge and a charge increase on each of the current parking permit CO2 bandings

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 around 7000 residents. There are no statistics or other evidence to suggest that LGBTQ individuals would be negatively or positively affected by the charges. There are disadvantages to all residents faced with increased permit charges if they drive high polluting or diesel cars, but there is no disproportionate or differential effect based on this protected characteristic.

Incrementally increased permit charges for 2nd and additional vehicles

All residents should benefit from the improvements which tackle obstructive and illegal parking as well as parking by non-local vehicles which reduces parking space for residents. There is no indication of any differential effect on this protected group, and there could be some positive impact in terms of street safety

Limit on issue of Tottenham Event Day (TED) Visitor Permits

The Council does not hold data to indicate that LGBTQ+ people are over-represented or under-represented among the residents of the area affected by this change. There is no expected disadvantage or differential effect on this protected group

**Religion and Belief**

Diesel Surcharge and a charge increase on each of the current parking permit CO2 bandings

There is no indication of any adverse or disproportionate impact on faith groups as a result of changes to pricing policy. As with all residents there will be benefits from improved air quality and fewer polluting vehicles on the streets

Incrementally increased permit charges for 2nd and additional vehicles

Faith groups should not be adversely or disproportionately impacted by this or any aspects of the ULEZ readiness programme.

Limit on issue of Tottenham Event Day (TED) Visitor Permits

There is no expected disadvantage or differential effect based on this protected characteristic. Reduced parking congestion on event days will more likely be of some benefit for those attending places of worship. Haringey's Borough Plan EqIA reports Northumberland Park, White Hart Lane and Tottenham Hale have the highest proportions of residents practicing a religion. Christians and Muslims are the largest proportion practicing religion, and therefore this measure may have some benefit.

**Pregnancy and Maternity**

Diesel Surcharge and a charge increase on each of the current parking permit CO2 bandings

Expectant mothers and those caring for young babies will benefit from this measure to cut pollution and parking congestion. Long term exposure to air pollution is associated with low birthweight (which leads to a higher risk of complications and long-term health effects). While expectant mothers may not be able to access all of the opportunities available from measures designed to reduce car use, they and babies and young children will benefit from improvements in air quality.

Incrementally increased permit charges for 2nd and additional vehicles

By reducing the number of high polluting vehicles on streets, this measure will also provide positive impact in terms of improved air quality and healthier streets.

Limit on issue of Tottenham Event Day (TED) Visitor Permits

There is no expected disadvantage or differential effect on this protected group.

**Marital status and Civil Partnership**

The 2011 Census indicated that Haringey had a higher proportion of couples in a registered same sex civil partnership than England and London. The ULEZ Readiness programme will not cause adverse or differential impact on people in marriages or civil partnerships. People in marriages and in civil partnerships will be treated the same in all aspects of the programme.

**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 outline which groups you may target and how you will have targeted them*

Further information on consultation is contained within accompanying EqIA guidance

Public consultations are conducted regularly in-house on individual projects undertaken by Operations Traffic Management on the introduction of measures in

the ULEZ Readiness programme. Consultation reviews are planned across the borough including a full assessment of parking issues and needs in order to identify what changes or improvements may be needed. Our policy on all highways and parking consultations is to encourage residents and businesses to comment not only on proposed measures but more generally on issues affecting the street scene environment and the feedback received has informed measures in the ULEZ Readiness Programme. Appropriate steps are taken to ensure that all consultations are inclusive.

Market research studies including Tottenham Quality of Life Survey, Turnpike Lane Shopping Survey and Green Lanes District Scheme Surveys will continue to inform the council of equalities issues and concerns that are important for residents' quality of life.

Future consultations will include analysis of views by protected characteristics as a means of monitoring the introduction of measures defined by the Parking Transformation Programme and actioned by the Parking Action Plan and the current ULEZ Readiness programme.

**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?*

Parking consultation results confirm that residents value the ability offered to park close to home and not have to walk long distances to get to and from their cars especially when carrying heavy shopping or accompanied by small children. The consultations also confirm that residents feel safer walking on roads which are not heavily parked because clearer roads give improved visibility and residents report feeling safer as a result.

**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 EqlA guidance

**1. Sex**

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 increases in parking permit costs; however, they will benefit from reduced air pollution. Carers to young children will be encouraged to take advantage

of more sustainable travel options including public transport

Positive	X	Negative	X	Neutral impact		Unknown Impact	
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## 2. Gender reassignment

There is insufficient data on 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

Younger and older age groups will derive considerable health benefits from less traffic congestion, less pollution, and safer roads. Older people who rely more on car use will benefit from parking controls which make it easier to park close to home facilitate visits from family and carers.

Older people are more likely to be dependent on cars for travel, particularly as they are also more likely to have a disability. Older people may therefore be negatively impacted by reduction in private car use as a result of permit surcharges for older and higher polluting vehicles. The ULEZ Readiness programme does not aim to eliminate car use but to encourage use of less polluting vehicles.

Positive	X	Negative	X	Neutral impact		Unknown Impact	
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## 4. Disability

Disabled people will benefit from lower pollution levels, safer streets and reduced parking congestion.

However, restrictions on visitor permits may adversely impact individuals with disabilities who require a higher than average number of carer and family visits. Allocated disabled bays and free issue of a resident permit to Blue Badge holders will have positive impact. The ULEZ Readiness programme will be monitored through consultations and these consultations will seek to identify and differential impact on individuals with disabilities.

Positive	X	Negative	X	Neutral impact		Unknown Impact	
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## 5. Race and ethnicity

This group are particularly vulnerable to poor air quality due to the overrepresentation of BAME communities in areas in Haringey where pollution levels are high. They will benefit accordingly from improvements in air quality and modal shift. However, those on low incomes, who are more likely to be from BAME communities, who drive higher polluting vehicles will be disadvantaged by increased permit prices.

Positive	X	Negative	X	Neutral impact		Unknown Impact	
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### 6. Sexual orientation

It is anticipated that the impact of ULEZ Readiness measures 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)

It is anticipated that faith and religious groups will be overrepresented among those who benefit from improvements in air quality and from parking controls that facilitate access to places of worship.

Positive	X	Negative		Neutral impact		Unknown Impact	
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### 8. Pregnancy and maternity

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 permit costs. However, expectant mothers and mothers up to 6 months after birth will benefit from better air quality, and less congested streets. Overall the ULEZ Readiness programme will have a positive impact on this group.

Positive	X	Negative	X	Neutral impact		Unknown Impact	
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### 9. Marriage and 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

Older BAME people may be more impacted by the diesel surcharge and increased prices for visitor permits, but it is worth noting that they will also benefit more from lower air pollution. Younger BAME people in the areas of the Borough with higher levels of air pollution will benefit more from reduced air pollution.

### 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 relevant protected characteristics?
- Will the proposal help to advance equality of opportunity between

groups who share a relevant protected characteristic and those who do not?

This includes:

- a) Remove or minimise disadvantage suffered by persons protected under the Equality Act
- b) Take steps to meet the needs of persons protected under the Equality Act that are different from the needs of other groups
- c) Encourage persons protected under the Equality Act to participate in public life or in any other activity in which participation by such persons is disproportionately low

- Will the proposal help to foster good relations between groups who share a relevant protected characteristic and those who do not?

The ULEZ Readiness Programme is not considered to result in any direct/indirect discrimination for any groups that share the protected characteristics.

The ULEZ Readiness programme is designed to bring benefits for all residents in Haringey. All residents will benefit from a reduction in traffic congestion and high polluting vehicles; improved health from improved air quality; and safer streets. These are seen as mitigating against the impact of increased parking charges which do impact on low income groups. The ULEZ Readiness Programme therefore represents a step towards addressing health inequalities affecting groups who share the protected characteristics.

**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

Outcome	Y/N
<b>No major change to the proposal:</b> the EqIA demonstrates the proposal is robust and there is no potential for discrimination or adverse impact. All opportunities to promote equality have been taken.	Y
<b>Adjust the proposal:</b> the EqIA identifies potential problems or missed opportunities. Adjust the proposal to remove barriers or better promote equality.	N
<b>Stop and remove the proposal:</b> the proposal shows actual or potential avoidable adverse impacts on different protected characteristics. The decision maker must not make this decision.	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 and which relevant protected characteristics are impacted?	Action	Lead officer	Timescale
Reducing the reliance on the private car (resulting from permit surcharges for polluting vehicles will affect older people and older BAME residents, and women who are more likely to rely on cars	Provide options for choosing more sustainable modes of transport and also use public consultations to collect views from those who do need to use cars to identify any problems	Head of Operations	Ongoing
Resident permit surcharges for higher polluting vehicles and extension of parking charges can impact adversely on those who rely on regular visits from family and from carers, especially if they have to buy large numbers of visitor permits	The needs of those affected will be addressed in further consultations and reviews on the operation of controlled parking zones - specifically including having reduced operating hours in Controlled Parking Zones. Dates of consultations will be defined and agreed by the Head of Service who will also require that Consultations include provision for these requirements	Head of Operations	Ongoing
<p><b>Please outline any areas you have identified where negative impacts will happen as a result of the proposal but it is not possible to mitigate them. Please provide a complete and honest justification on why it is not possible to mitigate them.</b></p>			
<p><b>6 c) Summarise the measures you intend to put in place to monitor the equalities impact of the proposal as it is implemented:</b></p>			

**The impact will be monitored through feedback from residents, consultations, ward councillors and other representative groups.**

**7. Authorisation**

EqlA approved by .....  
(Assistant Director/ Director)

Date  
.....

**8. Publication**

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

Please contact the Policy & Strategy Team