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**REPORT FOR: TRAFFIC & ROAD SAFETY  
ADVISORY PANEL**

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<b>Date of Meeting:</b>	23 October 2019
<b>Subject:</b>	Parking Permit Charges Consultation
<b>Key Decision:</b>	No
<b>Responsible Officer:</b>	Paul Walker, Corporate Director - Community
<b>Portfolio Holder:</b>	Councillor Varsha Parmar - Portfolio Holder for Environment
<b>Exempt:</b>	No
<b>Decision subject to Call-in:</b>	Yes (following consideration by the Portfolio Holder for Environment)
<b>Wards affected:</b>	All
<b>Enclosures:</b>	Appendix A – Parking permit charges consultation document

## **Section 1 – Summary and Recommendations**

This report provides details of the public consultation undertaken in September / October 2019 to make changes to parking permit charges.

### **Recommendations:**

The Panel is requested to recommend to the Portfolio Holder for Environment that:

1. The results of the parking permit charges consultation detailed in this report are noted.
2. That a statutory consultation on the parking permit charges as proposed in the public consultation document in **Appendix A** be undertaken.

### **Reason: (For recommendations)**

To enable implementation of the proposed changes to parking permit charges set out in the public consultation and the Council's Parking and Enforcement Management Strategy.

## **Section 2 – Report**

### **Introduction**

- 2.1 The development and preparation of the third Transport Local Implementation Plan (LIP3) amended many of the existing parking policies and introduced new parking policies. LIP3 was approved by the GLA Deputy Mayor for Transport on 12<sup>th</sup> April 2019 and approved by full Council on 18<sup>th</sup> July 2019.
- 2.2 These updated parking policies have also been set out in more detail in the Council's Parking Management and Enforcement Strategy which was approved by Cabinet on 11<sup>th</sup> July 2019. Cabinet agreed at that meeting that a public consultation on the proposed changes to parking permits and charges be undertaken.
- 2.3 At the July meeting Cabinet also delegated the matter of implementing revised parking permit charges to the Corporate Director - Community following consultation with the Portfolio Holder for Environment specifically to:
  - a) Authorise the consultation documentation,

- b) Consider the responses to public consultation and approve the parking control measures and charging regime to be taken forward,
- c) Authorise the statutory consultation on amendments to traffic regulation orders required to implement the changes agreed,
- d) Consider representations received from the statutory consultation and to agree the parking control measures and the charging regime to be implemented.

## Options considered

- 2.4 The policies in the LIP3 and the Parking Management and Enforcement Strategy have already been subject to extensive consultation with a wide range of stakeholders and the main changes to parking permits proposed accord with these approved policies.
- 2.5 The charging regime proposed for the parking permits has been subject to discussions with, and the approval of, the Portfolio Holder for Environment as delegated by Cabinet. As the issue of parking charges is of wider public interest the Portfolio Holder has agreed to the consultation results receiving consideration by TARSAP.
- 2.6 The non-statutory public consultation and engagement process was also discussed and agreed with the Portfolio Holder for Community Engagement & Accessibility in advance.

## Background

- 2.7 The Parking Management & Enforcement Strategy set out a number of structural changes to parking control measures and the charging regime. In summary these proposed changes are as follows:
  - Residents permits – use of vehicle emissions based charging,
  - Business permits (on-street) - use of tiered charges in line with the London Plan classification of centres,
  - Traders permits – introduction of a new permit to facilitate traders working in CPZs,
  - Doctors (GPs) permits – introduction of a new permit to facilitate parking of emergency call out vehicle at surgeries without off street parking,
  - Diesel vehicles – introduction of a surcharge for more harmful vehicle emissions,
  - Electric vehicles – introduction of subsidised charging for zero emission vehicles.
- 2.8 The proposed changes are set out in the consultation document, **Appendix A**, and described in more detail in the sections below.

## **Resident parking permits**

- 2.9 The permit charge structure and cost of resident parking permits will be changed to incentivise the use of zero and lower emission vehicles and to encourage reduced car ownership. Charges will be applied relative to engine capacity for vehicles registered prior to 1st March 2001 and by the vehicle emissions rating after that date. The existing principle of an escalating charge for each additional vehicle per household will remain in order to incentivise the use of sustainable transport and reduced car ownership.

## **Doctor's (GP) permits**

- 2.10 Doctors (GP) surgeries that are in locations with severe on-street parking pressures and that also do not have any off-street parking can experience difficulties in parking a doctor's car used for emergency call out duties and this can affect the operation of the service. The Council considers this to be a critical community service and so a doctor's parking bay can be provided in close proximity to a surgery subject to complying with strict criteria. The issue of a Doctor permit will allow use of these bays. Charges will be applied uniformly across the borough.

## **Business (on-street) permits and Traders permits**

- 2.11 A new category of permit will be created to facilitate short term business activity known as a Trader permit.
- 2.12 The new Trader parking permits will enable visits by tradespeople such as electricians, plumbers, builders, window cleaners, landlords, etc. to visit properties in the borough using shorter duration permits that allow a single vehicle to park in a specific street in a CPZ. The permit durations available would be for a day, a week or a month as required subject to meeting the relevant criteria. Traders would need to provide proof of the business and the work activity in order to apply for a permit.
- 2.13 Annual Business (on-street) permits would continue to be issued to vehicles registered with businesses located within a CPZ. Eligibility will continue to be for vehicles required to operate the business e.g. delivery vehicles. The criteria for an annual business are stricter than for a Trader permits and require proof of vehicle ownership and business address in the zone to minimise any misuse. An annual business permit would allow users to park at their usual business address in a permit bay.
- 2.14 The cost of on-street Business parking permits and Trader permits will vary between different types of town centres to reflect the importance and level of parking demand at different locations. There will be four different tiered cost rates applied in the same way as for "pay and display" parking currently across the borough.

- 2.15 The classifications are set according to the local extent of shopping characteristics, available car parks, existing public transport links and existing leisure facilities as set out by the London Plan's town centre network classifications and Harrow's Local Development Framework. The charges increase with the importance of the economic centre classification because the mix, quality and quantity of retail outlets and community facilities available to the customer become more substantial and there is consequently a greater demand to park. The classifications and locations are shown below:

<b>Type of centre</b>	<b>Locations</b>
Local	Sudbury Hill, Hatch End, Harrow Weald, Queensbury, Belmont,
District	North Harrow, Pinner, Rayners Lane, South Harrow, Stanmore, Wealdstone, Kenton, Burnt Oak, Kingsbury, Kenton
Major	Edgware
Metropolitan	Harrow

### **Electric vehicles (Green vehicle policy)**

- 2.16 With transport policies now moving towards the greater use of zero emission vehicles to support improvements in air quality and public health the green vehicle policy has been revised.
- 2.17 The policy now incentivises the uptake of zero emission electric vehicles. Parking permits for electric vehicles will be significantly subsidised compared with conventional vehicles using fossil fuels or alternative fuel sources that give off emissions. This will apply to all permit types in the consultation. It is proposed that permit charges for vehicles that give off emissions, including hybrid vehicles, will be based on the emissions rating for each vehicle.

### **Diesel vehicles**

- 2.18 Diesel vehicles can emit up to four times more nitrogen oxide and 20 times more particulate matter than petrol vehicles and these pollutants have been linked to heart and lung diseases, which are major causes of long term illness and even death. For this reason, the Council proposes a surcharge for resident, doctor, business (on-street) and traders permits to address the impact of diesel fuel on poor air quality and public health and to encourage a move away from polluting vehicles. This will apply to all permit types in the consultation.

### **Results of consultation**

- 2.19 The public consultation document was published online on the Council's website via the public consultation portal. The consultation was open for 6 weeks from Monday 9<sup>th</sup> September until Friday 18<sup>th</sup> October 2019. Posters advertising the consultation were also put up in all Council libraries borough wide and a press release issued by the communications team to publicise the consultation.

- 2.20 The consultation included a questionnaire with 9 questions. The results and analysis are shown below.

#### Questions 1 - 4

**Q1. Do you live in a Controlled Parking Zone?**

No	51
Not sure	4
Yes	102
<b>Grand Total</b>	<b>157</b>

**Q2. Do you have a business in a Controlled Parking Zone?**

No	142
Not sure	3
Yes	11
<b>Grand Total</b>	<b>156</b>

**Q3. Do you currently have or have you ever used a resident parking permit in Harrow?**

No	62
Not sure	2
Yes	93
<b>Grand Total</b>	<b>157</b>

**Q4. Do you currently have or have you ever used an on-street business parking permit in Harrow?**

No	132
Not sure	4
Yes	14
<b>Grand Total</b>	<b>150</b>

- 2.21 Questions 1 to 4 provided some context with regard to the circumstances of the respondents regarding CPZs and use of permits. Approximately 65% of respondents lived in a CPZ but only 7% had a business within a CPZ. Approximately 59% of respondents used resident permits and 9% used business permits. It is not surprising that a higher number of residents responded to the consultation as this is the largest user group in the borough.

#### Questions 5

**Q5. Do you support the principle of setting charges that encourage improvements to air quality, public health and the environment?**

Strongly agree	40
Agree	39
Don't know	7
Disagree	25
Strongly disagree	38
<b>Grand Total</b>	<b>149</b>

- 2.22 Question 5 asks about the proposed approach to improving air quality, public health and the environment. The consultation document explains that this is done through the use of emissions based charging, surcharges for diesel vehicles and subsidised charging for electric vehicles to incentivise the use of reduced or zero emission

vehicles. Approximately 53% of respondents agree with these principles and 42% disagree.

### Questions 6

**Q6. Do you support the principle of setting charges to mitigate the impact of climate change?**

Strongly agree	34
Agree	47
Don't know	4
Disagree	26
Strongly disagree	38
<b>Grand Total</b>	<b>149</b>

- 2.23 Question 6 asks about the relevance of this proposed approach to mitigating the impact of climate change. Approximately 54% of respondents agree with these principles and 42% disagree. With the current focus on climate change in the media it is quite clear that there is a high number of respondents in agreement. This approach accords with the Council's declaration of a climate change emergency.

### Questions 7

**Q7. Do you support the principle of incentivising the uptake of less polluting vehicles by considering vehicle CO2 emissions and fuel type?**

Strongly agree	44
Agree	49
Don't know	5
Disagree	14
Strongly disagree	35
<b>Grand Total</b>	<b>147</b>

- 2.24 Question 7 asks specifically about the use of vehicle emissions ratings and the type of fuel or power source as a basis for setting charges. Approximately 63% of respondents agree with these principles and 33% disagree. With an increasing uptake of electric or hybrid vehicles in the borough it is clear that there is wider support for charging based on less polluting vehicles.

### Questions 8

**Q8. Do you support the principle of setting charges that reflect the parking demand in different types of town centre?**

Strongly agree	20
Agree	41
Don't know	16
Disagree	30
Strongly disagree	40
<b>Grand Total</b>	<b>147</b>

- 2.25 Question 8 asks specifically about varying charges based on the location and type of town centre. This provision applies specifically to business and trader permits as explained earlier in the report and would mean that higher charges would apply in areas with greater parking demand such as Harrow town centre for example. This

principle already applies to “pay and display” parking in the borough already. Approximately 42% of respondents agree with this principle and 47% disagree. There are 11% that are uncertain. The results for this question, however, are considered misleading because many residents have responded to this question even though the main impact is on businesses and traders. Therefore an analysis of the responses from businesses only (identifying business respondents from Q2) to this question has also been assessed and is shown below.

**Q8. Businesses only - Do you support the principle of setting charges that reflect the parking demand in different types of town centre?**

Strongly agree	2
Agree	4
Don't know	1
Disagree	3
Strongly disagree	1
<b>Grand Total</b>	<b>11</b>

2.26 It can be seen in the analysis of responses from businesses that approximately 54% of respondents agree with charging based on location and 36% disagree. When considering the number of businesses located within CPZs there are a much higher proportion located in local or district centres that would attract lower charges under this arrangement. The highest charges only affect Harrow Town Centre. The results therefore do demonstrate a larger number of businesses in agreement with the proposals.

Questions 9

**Q9. Do you support the principle of creating Trader permits to provide greater flexibility for local businesses and traders?**

Strongly agree	34
Agree	59
Don't know	27
Disagree	10
Strongly disagree	18
<b>Grand Total</b>	<b>148</b>

2.27 Question 9 asks specifically about the introduction of a new permit for traders. Approximately 63% of respondents agree with the proposal and 19% disagree. It is clear that there is strong support for introducing trader permits.

2.28 At the time of writing this report the consultation still had one more week to run before closing and so an updated set of consultation results will be provided at the TARSAP meeting for members to review when they consider this agenda item. It is not expected that the results or recommendations will change significantly from those included in this report.

## Conclusion

- 2.29 Based on the analysis of the consultation results it can be seen that there is support for the proposals as set out in the consultation document shown in **Appendix A**. It is therefore recommended that the proposed parking permit charges now proceed to statutory consultation.
- 2.30 The table below provides an indicative timetable for the implementation of the revised parking permits and charges.

Stage	Timetable
Statutory consultation – 3 weeks (traffic regulation order)	Nov 2019
Review statutory consultation results and agree final charging structure (Portfolio Holder)	Dec 2019
Include new charges within the Corporate list of Fees & Charges (Cabinet)	Jan 2020
Implement new charging structure	Apr 2020

## Ward Councillors' comments

- 2.31 Not applicable as the report is not ward-specific.

## Staffing/workforce

- 2.32 The changes will all be undertaken by existing staff resources within the Traffic, Highways & Asset Management team and in the Parking & Network Management Team.

## Performance Issues

- 2.33 The proposal supports the wider aims, objectives and targets in the Parking Management and Enforcement Strategy.

## Environmental Implications

- 2.34 The parking policies are included in the LIP3 which has been subject to extensive engagement and consultation including a Strategic Environmental Assessment. The Strategic Environmental Assessment (SEA) indicated that there are environmental benefits from delivering the LIP and the main benefits are in improving air quality and public health. No negative environmental issues were identified as part of the SEA.
- 2.35 The delivery of the revised parking permits and charges will help to ensure that environmental issues remain at the forefront of the Council's parking policy and this will help address poor air quality, public health and climate change.

## **Risk Management Implications**

- 2.36 Risk included on Directorate risk register? No
- 2.37 The main risk involves the public reaction to the proposed changes to permit charges proposed.
- 2.38 This risk has been mitigated by undertaking a public consultation and seeking the views of the general public.

## **Legal Implications**

- 2.39 The proposed changes to permits and charging structures will require a legal process to be undertaken before they can be physically implemented.
- 2.40 Subject to statutory consultation requirements, the council has powers to amend the operational provisions for CPZs, including permits and charges, under the Road Traffic Regulation Act 1984, The Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996 and The Traffic Signs Regulations and General Directions 2016.

## **Financial Implications**

- 2.41 An assessment of the proposed charges has indicated a cost neutral impact on income and expenditure.
- 2.42 The parking permit changes proposed in this report will require statutory consultation. The advertising and implementation of traffic regulation orders would be taken forward using existing resources within the Traffic, Highways & Asset Management Service.
- 2.43 Following the completion of statutory consultation, any changes to the permit charging structure, including e-permits, would be implemented using existing resources within the Parking & Network Management Service.

Any revision to the parking permit charges will be incorporated in the 2020/21 annual fees and charges report which is scheduled to be presented to Cabinet in January 2020.

## **Equalities implications / Public Sector Equality Duty**

- 2.44 The LIP3 which includes all parking policies underwent an Equalities Impact Assessment. The Council has had due regard to the need to eliminate discrimination, advance equality of opportunity and foster good relations between persons who share a relevant protected characteristic and those who do not share it as required under section 149 of the Equality Act 2010.

2.45 It is considered that the proposals in this report will be of benefit to all and particularly the group in the table below:

Protected characteristic	Benefit
Age	Fewer cars parked on-street in residential roads will improve the environment for children and the elderly by reducing the influx of traffic into an area. The incentivisation of lower emissions and reduced particulate matter from vehicles, to which children and the elderly are particularly sensitive, will improve public health.

## Council Priorities

2.46 The following table show the key inputs from the strategy that will support the Council priorities.

Council Priorities	Parking strategy input
Building a Better Harrow	The incentivisation of lower emissions and reduced particulate matter from vehicles, will improve public health and the quality of the environment for all.
Supporting Those Most in Need	The incentivisation of lower emissions and reduced particulate matter from vehicles, will improve public health, particularly for those with health issues.
Protecting Vital Public Services	The use of e-permits will drive efficiencies in the delivery of the parking enforcement service
Delivering a Strong local Economy for All	The provision of a wider range of permits to support businesses and traders will help the vitality of the local economy.
Modernising Harrow Council	The use of e-permits will modernise the customer experience of parking control systems and the delivery of effective parking enforcement.

### Section 3 - Statutory Officer Clearance

Name: Jessie Man	<input checked="" type="checkbox"/>	on behalf of the Chief Financial Officer
Date: 09/10/19		

Name: Patrick Kelly	<input checked="" type="checkbox"/>	on behalf of the Monitoring Officer
Date: 09/10/19		

Name: Paul Walker	<input checked="" type="checkbox"/>	Corporate Director, Community
Date: 08/10/19		

<b>Ward Councillors notified:</b>	<b>NO, as it impacts on all Wards</b>
<b>EqIA carried out:</b>	<b>YES, as a part of LIP3</b>
<b>EqIA cleared by:</b>	<b>Dave Corby, Community - Equality Task Group (DETG) Chair</b>

### Section 4 - Contact Details and Background Papers

**Contact:** David Eaglesham, Head of Traffic, Highways & Asset Management, 020 8424 1500, david.eaglesham@harrow.gov.uk

**Background Papers:**

Harrow Transport Local Implementation Plan (LIP3)

Parking Management and Enforcement Strategy 2019