

APPENDIX A



PARKING PERMIT CHARGES CONSULTATION

PARKING PERMIT CHARGES CONSULTATION

Harrow Council is considering changing the pricing structure for parking permits in the borough and we want to hear residents' and businesses' views.

The consultation relates solely to the pricing structure and cost of parking permits as issued to those residents, professionals and businesses who are entitled to them on account of their status in Harrow. There is no proposal to change the eligibility for permits. However, there is a new kind of shorter-duration permit proposed to be introduced for businesses.

Why we are considering changing permit charges

It's been 8 years since our last review of parking permit charges, and in that time much has changed. Transport policies now emphasise the need to move to less polluting / lower emission vehicles to improve air quality and public health and address climate change. This is evident from the huge increase in the number and proportion of low-emitting cars on the road; and a great proportion of national and regional road taxation has changed to become based on emissions standards.

Given that we have refreshed our transport policies and are also about to move our parking permit process online, partnering with PayByPhone, we believe now is a good time to review these charges.

While there is also significant pressure on council budgets due to increased demand for services and reduction in central government funding, these changes are **not** intended to raise extra revenue for the council and, if implemented, would be cost-neutral.

Principles behind the changes proposed

Right now, many of Harrow Council's parking permits are being issued free of charge to environmentally friendly vehicles such as hybrid vehicles. Whilst the original intention of the green vehicle policy was to encourage the uptake of these vehicles the number issued is now far larger than originally envisaged.

Given that hybrid vehicles still use fossil fuels and give off emissions the council no longer considers the way that permit payments are structured is fair and equitable for Harrow residents.

Environmentally friendly vehicles under current transport policies are now considered to be those that have zero emissions such as electric vehicles. While we are proposing changes that we believe are fairer, the council also wants to continue to encourage residents to drive low- and zero-polluting vehicles and the charges proposed are structured to achieve this.

It is also proposed to introduce a higher charge for diesel vehicles to deter the more damaging effects of vehicle emissions on public health. Recent public health studies have shown that the particulate matter from diesel vehicle emissions is more harmful than other fuels.

Concerns about air quality and the climate emergency as a whole remain at the forefront of the proposals in this consultation. As part of this approach, an escalating charge for each additional vehicle per household is proposed to continue.

Overview of the changes proposed

This proposal is for a new, fairer and green range of charges for parking permits in Harrow, which redistributes but does not increase the amount of money that the council receives for permits each year. The proposed changes can be summarised as follows:

- Residents with lower-emitting petrol and diesel vehicles will pay less for their permits,
- Residents with higher-emitting petrol and diesel vehicles will pay a little more for their permits,
- Residents with hybrid vehicles would now be required to pay for parking permits, but much less than for higher-emitting vehicles,
- Residents with zero emission vehicles (electric) will pay a relatively small charge to cover administration cost of permit issue,
- New permits are being created for Doctors (GPs) which are proposed to vary according to the emissions level of the vehicle,
- Business parking permit charges will be amended to vary according to both emissions level of the vehicle and the location of the business, with higher charges allocated to areas of higher economic importance,
- A new “traders permit” will operate in a similar way to business permit holders but allow traders a range of shorter-stay options.

Doctors (GPs) permit charges

We are proposing to introduce doctors (GPs) permits for emergency call out vehicles to park in designated Doctor’s parking bays outside surgeries and medical centres. These permits will have a standard borough wide charge that varies according to the emissions level of the vehicle

Business and Trader permit charges

On-street business permits will continue to be granted for vehicles registered to businesses located in CPZs and charges are now proposed to vary based both on emissions level and on their location.

We are also proposing a new range of shorter-duration “trader’s permits” (day/week/month) to accommodate tradespeople and businesses that are working in a specific location within a CPZ. These would vary based on emissions level, location and duration. They are intended to reduce the need for traders to use resident visitor permits or apply for complex parking dispensations.

In terms of location, we are proposing four different tiered charges for business and traders permits. These are set according to the London Plan’s town centre classifications. These charges increase with the importance of the economic centre classification because the quality and quantity of retail outlets and community facilities available becomes more substantial and there is consequently a greater demand to park. The bandings and locations are as shown in the table below. This principle is already applied to pay and display parking and car parks borough wide.

| Type of centre | Locations |
|----------------|--------------------------------------------------------------------------------------------------------------|
| 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 |

Broader strategy

Parking policy cannot be considered independently from the wider transport policy. Harrow's overall transport policy is provided in more detail in Harrow's Transport Local Implementation Plan (LIP) and Parking Management & Enforcement Strategy. The LIP is a statutory document approved by the Mayor of London that accords with the Mayor's Transport Strategy and sets out Harrow's transport objectives, policies and programme of investment including the Council's parking policies. The proposed parking permit charges in Harrow therefore must fit in with this wider policy as set out in our transport objectives. The Parking Management & Enforcement Strategy approved by the council's Cabinet in July 2019 can be found on www.harrow.gov.uk.

What do you need to do now?

Please visit our consultation portal online at www.harrow.gov.uk/trafficconsultations to give us your views. Click on the link "Consultations Open" and then "Parking permit charges consultation" - then follow the instructions to make your comments.

The public consultation will be open for a period of 6 weeks between Monday 9th September and Friday 18th October 2019.

If you would like to discuss any aspect of this consultation in more detail please contact transportation@harrow.gov.uk by e-mail and a council officer will get back to you as soon as possible.

What happens next?

Following consultation, we will consider all the responses and these will influence the changes we introduce. The result of this consultation will be considered by the Council's Portfolio Holder – Environment who will determine the next steps.

Before any changes to parking charges can be implemented a statutory consultation on the details of the changes would need to be undertaken as required by UK legislation. This would be an additional consultation process following this one.

| EXISTING CHARGES | | PROPOSED CHARGES | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| RESIDENT PERMIT | | RESIDENT PERMIT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Environmentally friendly vehicles | Free | For cars registered after 1 March 2001 use CO2 emissions For cars registered before 1 March 2001 use engine capacity <table border="1"> <thead> <tr> <th>Annual</th> <th>1st vehicle</th> <th>2nd vehicle</th> <th>3rd vehicle</th> <th>Additional vehicle</th> </tr> </thead> <tbody> <tr> <td>Electric only vehicles</td> <td>£20</td> <td>£20</td> <td>£25</td> <td>£31</td> </tr> <tr> <td>CO₂ emissions rated up to 150g/km, or Engine capacity up to 1,299cc Diesel vehicles in this CO₂ or engine capacity category</td> <td>£50</td> <td>£75</td> <td>£100</td> <td>£125</td> </tr> <tr> <td>CO₂ emissions rated between 151g/km up to 185g/km, or Engine capacity between 1,300cc and 1,849cc Diesel vehicles in this CO₂ or engine capacity category</td> <td>£60</td> <td>£90</td> <td>£120</td> <td>£150</td> </tr> <tr> <td>CO₂ emissions rated between 186g/km up to 225g/km, or Engine capacity between 1,850cc and 2,449cc Diesel vehicles in this CO₂ or engine capacity category</td> <td>£60</td> <td>£90</td> <td>£120</td> <td>£150</td> </tr> <tr> <td>CO₂ emissions rated over 226g/km, or Engine capacity greater than 2,450cc Diesel vehicles in this CO₂ or engine capacity category</td> <td>£72</td> <td>£108</td> <td>£144</td> <td>£180</td> </tr> <tr> <td></td> <td>£70</td> <td>£105</td> <td>£140</td> <td>£175</td> </tr> <tr> <td></td> <td>£84</td> <td>£126</td> <td>£168</td> <td>£210</td> </tr> <tr> <td></td> <td>£80</td> <td>£120</td> <td>£160</td> <td>£200</td> </tr> <tr> <td></td> <td>£96</td> <td>£144</td> <td>£192</td> <td>£240</td> </tr> </tbody> </table> | | | | | Annual | 1 st vehicle | 2 nd vehicle | 3 rd vehicle | Additional vehicle | Electric only vehicles | £20 | £20 | £25 | £31 | CO ₂ emissions rated up to 150g/km, or Engine capacity up to 1,299cc Diesel vehicles in this CO ₂ or engine capacity category | £50 | £75 | £100 | £125 | CO ₂ emissions rated between 151g/km up to 185g/km, or Engine capacity between 1,300cc and 1,849cc Diesel vehicles in this CO ₂ or engine capacity category | £60 | £90 | £120 | £150 | CO ₂ emissions rated between 186g/km up to 225g/km, or Engine capacity between 1,850cc and 2,449cc Diesel vehicles in this CO ₂ or engine capacity category | £60 | £90 | £120 | £150 | CO ₂ emissions rated over 226g/km, or Engine capacity greater than 2,450cc Diesel vehicles in this CO ₂ or engine capacity category | £72 | £108 | £144 | £180 | | £70 | £105 | £140 | £175 | | £84 | £126 | £168 | £210 | | £80 | £120 | £160 | £200 | | £96 | £144 | £192 | £240 |
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| | £70 | £105 | £140 | £175 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | £84 | £126 | £168 | £210 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | £80 | £120 | £160 | £200 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| 1 st vehicle | £79 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 nd vehicle | £116 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3 rd vehicle | £152 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4 th vehicle | £195 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| All subsequent vehicles | £195 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| DOCTOR (GP) PERMIT | | Annual - Electric only vehicles | | | £20 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | Annual - Petrol powered vehicles | | | £80 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| None currently | | Annual - Diesel powered vehicles | | | £96 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| EXISTING CHARGES | PROPOSED CHARGES | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| <p>BUSINESS PERMIT (ON-STREET)</p> <table border="1" data-bbox="113 327 512 801"> <thead> <tr> <th colspan="2">Stanmore</th> </tr> </thead> <tbody> <tr> <td>Environmentally friendly vehicles</td> <td>Free</td> </tr> <tr> <td>3 months</td> <td>£335</td> </tr> <tr> <td>6 months</td> <td>£415</td> </tr> <tr> <td>12 months</td> <td>£600</td> </tr> <tr> <td>Per company</td> <td>£785</td> </tr> <tr> <th colspan="2">Other locations</th> </tr> <tr> <td>Environmentally friendly vehicles</td> <td>Free</td> </tr> <tr> <td>12 months</td> <td>£450</td> </tr> </tbody> </table> | Stanmore | | Environmentally friendly vehicles | Free | 3 months | £335 | 6 months | £415 | 12 months | £600 | Per company | £785 | Other locations | | Environmentally friendly vehicles | Free | 12 months | £450 | <p>BUSINESS PERMIT (ON-STREET)</p> <table border="1" data-bbox="544 327 1479 745"> <thead> <tr> <th>Type of centre ></th> <th>Local</th> <th>District</th> <th>Major</th> <th>Metropolitan</th> </tr> </thead> <tbody> <tr> <td>Annual - Electric only vehicles</td> <td>£37.50</td> <td>£56.25</td> <td>£112.50</td> <td>£168.75</td> </tr> <tr> <td>Annual - Petrol powered vehicles</td> <td>£150.00</td> <td>£225.00</td> <td>£450.00</td> <td>£675.00</td> </tr> <tr> <td>Annual - Diesel powered vehicles</td> <td>£180.00</td> <td>£270.00</td> <td>£540.00</td> <td>£810.00</td> </tr> </tbody> </table> | Type of centre > | Local | District | Major | Metropolitan | Annual - Electric only vehicles | £37.50 | £56.25 | £112.50 | £168.75 | Annual - Petrol powered vehicles | £150.00 | £225.00 | £450.00 | £675.00 | Annual - Diesel powered vehicles | £180.00 | £270.00 | £540.00 | £810.00 | | | | | | | | | | | | |
| Stanmore | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Environmentally friendly vehicles | Free | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3 months | £335 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6 months | £415 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 12 months | £600 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Per company | £785 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Other locations | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Environmentally friendly vehicles | Free | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 12 months | £450 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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PARKING PERMIT CHARGES CONSULTATION - QUESTIONNAIRE

Please complete the following questionnaire:

Name:

Address:

Postcode:

| Question | Response (select one option) | Other comment |
|-----------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------|---------------|
| Do you live in a Controlled Parking Zone? | Yes / No / Not sure | |
| Do you have a business in a Controlled Parking Zone? | Yes / No / Not sure | |
| Do you currently have or have you ever used a resident parking permit in Harrow? | Yes / No / Not sure | |
| Do you currently have or have you ever used an on-street business parking permit in Harrow? | Yes / No / Not sure | |
| Do you support the principle of setting charges that encourage improvements to air quality, public health and the environment? | Strongly agree / Agree Disagree / Strongly disagree Don't know | |
| Do you support the principle of setting charges to mitigate the impact of climate change? | Strongly agree / Agree Disagree / Strongly disagree Don't know | |
| Do you support the principle of incentivising the uptake of less polluting vehicles by considering vehicle CO2 emissions and fuel type? | Strongly agree / Agree Disagree / Strongly disagree Don't know | |
| Do you support the principle of setting charges that reflect the parking demand in different types of town centre? | Strongly agree / Agree Disagree / Strongly disagree Don't know | |
| Do you support the principle of creating Trader permits to provide greater flexibility for local businesses and traders? | Strongly agree / Agree Disagree / Strongly disagree Don't know | |

Responses will be available for public inspection as necessary but all personal information (name, address, etc.) will be removed beforehand so that you cannot be identified.