

Decision-Maker: Director Regeneration, Enterprise & Skills	DATE 22 March 2021
Review of Parking Permit and Pay and Display Charges	WARD (S) All
CHIEF OFFICER: Assistant Director (Transport & Sustainability)	CABINET MEMBER: Community Safety & Enforcement Environment, Sustainability & Transport
DECISION CLASSIFICATION Key Decision Non-exempt	IS THE FINAL DECISION ON THE RECOMMENDATIONS IN THIS REPORT TO BE MADE AT THIS TIME? Yes

I. Decision required

The Director is requested to:

- I.1 Agree to implement the variation of parking charges for permits, vouchers and on-street and off-street Pay and Display in line with inflation as set out in Appendix A and B.
- I.2 Agree to the advertising of the statutory notices of variation required for the proposed variation to existing parking charges.

Agreed / Not Agreed

Signed

Pippa Hack (Director of Regeneration, Enterprise and Skills)

Dated

2. Links to the Royal Greenwich high level objectives

2.1 This report relates to the Council's agreed high-level objectives as follows:

- A Safer Greenwich
- A Healthier Greenwich
- Economic Prosperity for All
- A Cleaner, Greener Greenwich

2.2 The proposals support and are consistent with the objectives of the council's emerging Kerbside and Parking Management Strategy, key aims of the Mayor's Transport Strategy, Draft Carbon Neutral Plan and wider transport objectives to reduce traffic congestion and improve air quality and road safety.

3. Introduction and Background

3.1 In December 2017 Cabinet approved the proposals set out in the Parking Implementation Plan: Proposed Changes to Parking Arrangements. This set out a number of proposals in relation to meeting the objectives of the council's Parking Strategy, which was adopted in July 2014.

3.2 The 2017 report contained six specific proposals to meet the objectives of the Parking Strategy, including the adoption of powers to enforce traffic contraventions by CCTV, rebanding of Penalty Charge Notices (PCNs) across the borough and a review of parking charges.

3.3 Consequently, a review of parking charges for permits, visitor vouchers, on and off-street Pay & Display (P&D) etc. was undertaken and implemented in 2018. The 2017 report included a recommendation, which was approved, that a review of parking charges be undertaken annually and revised, generally in line with inflation, annually or biannually as appropriate in order to meet increased costs and a review of charges is therefore now due.

3.4 It is proposed, therefore, that an increase of 7% is applied to parking charges to take into account inflation increase since the last review in 2017, introduced in August 2018. The proposed charges are set out in Appendix A and B. It should be noted that some on and off-street Pay and Display (P&D) charges are not being increased at this time as to do so would require a percentage increase above 7% due to limitations of the coin denominations accepted by these P&D machines. An increase above 7% is outside the scope of the scheme of delegation and adjusting these machines to accept different denominations of coins would not be cost effective.

4. Historic Parking Charge Structure

- 4.1 The last review of parking charges was introduced in 2018, with the review prior to that undertaken in 2011. The 2018 review was approved by Cabinet in July 2017 as part of a wider package of measures to implement goals of the 2014 Parking Strategy. Part of that report included for the review of charges annually or biannually as appropriate and a review is therefore now due.
- 4.2 The 2018 review rationalised the permit structure to a generally 'two-band' system. Those CPZs with controls operational five, six or seven days a week for most of the day (i.e. those zones typically around town centres referred to as 'Band A' zones elsewhere in this report) are charged at £100, and other shorter duration zones (i.e. those zones around railway stations referred to as 'Band B' zones elsewhere in this report) at £70. The existing charges for business permits are £400 and £200 respectively.
- 4.3 The 2018 review contained a deferment of the charge increase in zones where consultation had been undertaken but not implemented at the time of the charge increase. It was felt that some respondents to consultations may have responded differently had they been aware of the increased charges. An example is the extension of the Abbey Wood CPZ which has been delayed due to continuing postponement of the opening of the Elizabeth Line and the charges have consequently not increased as they have in similar zones.
- 4.4 Similarly, the proposed Avery Hill and Falconwood zones have been delayed for some years due to the neighbouring borough, London Borough of Bexley, objecting to the proposed zones because of their concerns about potential displacement of parking on to Bexley roads. Although both boroughs tried to find some agreeable resolution, this was not achieved and consequently the case was submitted to the Mayor for London for his consideration, in accordance with Section 121B of the Road Traffic Regulation Act 1984. The Mayor granted approval for these zones to be introduced in October 2020 and are due to be implemented imminently. These zones are Band B types and charges will be at the level originally consulted on but it is proposed to rationalise charges with the proposed higher Band B levels from 1 September 2021.
- 4.5 This report seeks approval under delegated authority to increase charges in line with inflation. It is proposed that permit prices in excess of inflation are rationalised at a later date and a report will be brought to the Cabinet to consider in due course.
- 4.6 Although there is currently no limit on the number of permits available per property, residents in most zones are limited to one permit each i.e. where two persons live at an address and both have a vehicle they can each apply for one permit. However, in zones C, CT, BS, EG, W, WA, & WB only,

residents may apply for a maximum of two permits, although the second is charged at a higher rate. The zones listed above are all zone A permits and the first permit is currently £100 and the second for an individual would be £216. These are proposed to increase to £107 and £230 respectively.

- 4.7 The 2018 changes to charges principally covered resident and business permits and on-street and off-street parking charges. This current review of charges covers the full extent of permits on offer e.g. Nanny permits, temporary permits etc. which were not increased as part of the 2018 review. The full list of these proposed charges is shown in Appendix A, Table 1.
- 4.8 The 2018 review of parking charges saw a rationalisation of charges for permits from four to the two mentioned in paragraph 4.2. The 2018 report also provided for an annual / biannual review generally in line with the rate of inflation. Income from permit and P&D charges also contribute towards the costs of undertaking enforcement and those supporting back-office functions.
- 4.9 With regard to fully electric vehicles the current permit price is £25 and no increase is proposed at this time. However, it should be noted that in those zones listed in paragraph 4.6 (where a resident may have two permits) where a resident has one fully electric vehicle and one non fully electric vehicle, the fully electric vehicle will be deemed to be the 'first' permit (i.e. £25 permit charge) and the other will attract the higher second vehicle permit charge (i.e. currently £216 and proposed £230). If both vehicles are fully electric then both would be at the £25 permit charge.
- 4.10 Pay & Display (P&D) charges are applied in all council car parks (off-street), with the exception of Charlton Village car park off Torrance Close although may be introduced here in the future. There are also on-street P&D charges at many locations in the Royal Borough within CPZs, in town centres and other locations such as smaller shopping parades. Payments can be made at all P&D locations, both on and off-street, via the council's cashless provider, currently PaybyPhone.
- 4.11 As stated in 3.4 the increases proposed in this report is limited to inflationary increase of 7% and it is recognised that some P&D tariffs cannot be increased to this limit because of the limitations around the denominations of coins that machines can accept. The proposed charges for permits and on-street and off-street charges are shown in Appendix A and B. A further review may be undertaken at a later date to address this.

5. Estimated Costs

5.1 The cost of implementing the changes to permit prices and P&D tariffs is principally around drafting and advertising statutory notices and software changes to P&D machines. It is estimated that the total cost will be approximately £25,000 which will be funded from existing Parking budgets.

6. Financial implications

- 6.1 The income from all types of permits (on-street) for 2019/20 (this is believed to be most representative of typical uptake compared to the potential effect of the Covid pandemic on 2020/21 figures) was approximately £1.67M. It is estimated that introducing the approximate 7% increase to permit products will lead to an increase of around £117,000. In addition to this the income from off street permits (i.e. for car parks) in 2019-20 was £448k. It is estimated that the 7% increase would be around £31k.
- 6.2 The total P&D income for both on-street and off-street for the same period (2019/20) was approximately £2.66M. The proposed changes to P&D tariffs as described and shown in Appendix B is estimated to lead to an increase of approximately £115,000.
- 6.3 Legislation requires that any proposals relating to parking must be driven by transport (parking) policy considerations and not by a desire to generate income. The Parking Strategy, and the proposed Kerbside and Parking Management Strategy, provides that policy framework. A number of London councils have lost legal challenges to proposed changes to parking arrangements because they have explicitly proposed changes for the purpose of generating income.
- 6.4 This does not mean that local authorities cannot generate a surplus from parking activity, or that proposals may not project generation of a surplus, but it does require that any surplus should be spent on “transport related activity”. In 2019/20 the Royal Borough generated a surplus on parking activity of £3.45M which was utilised as a contribution to meeting the cost of providing the Freedom Pass for disabled and older age residents.

7. Available Options

7.1 The available options are set out below:

i) Option 1 – to agree the proposed variation to parking charges set out in the report to meet increased inflationary costs.

ii) Option 2 - not to agree to apply changes as set out in the report but introduce some other pricing structure.

iii) Option 3 – do nothing meaning the existing charges remain unchanged and therefore increased inflationary costs will be met by the council with associated impact on existing budgets.

8. Preferred Option and Reason for Recommendation

8.1 The preferred option is Option 1 – to agree to introduce the variation to parking charges as set out in this report.

8.2 The proposals are consistent with the Cabinet decision in December 2017 regarding reviews of parking charges.

9. Consultation Results

9.1 No consultation has been undertaken but statutory notices will be required to be advertised in and to advertise the proposed changes

10. Next Steps: Communication and Implementation of the Decision

10.1 Should approval be given to implement the proposed charges set out in this report a wide-ranging communications exercise will be undertaken, in addition to those statutory requirements, using the council's website, social media, Greenwich Info and other publications. This will explain the background to the proposed changes and charges.

10.2 Legislation requires that where charges are varied notices are placed in a local paper distributed in the borough along with being displayed within car parks advertising the revised charges.

10.3 Adjustments will be required to P&D machines along with the council's cashless parking provider PaybyPhone to reflect the new tariffs. Car park tariff boards will also need to be amended to display the revised tariffs.

11. Cross-Cutting Issues and Implications

Issue	Implications	Sign-off
<p>Legal including Human Rights Act</p>	<p>This report proposes increases to on and off-street parking charges and permits.</p> <p>The Director of Regeneration, Enterprise and Skills has delegated authority pursuant to Schedule A Part 3 of the Constitution to agree an increase in fees and charges in line with or below inflation or where an increase provides for recovery of the Council's costs.</p> <p>Income generated from on-street parking and the enforcement of off-street parking is governed by section 55 Road Traffic Regulation Act 1984 requiring the creation of a ring fenced account into which the monies raised must be placed and for dealing with any surplus funds which includes expenditure for other transport purposes.</p> <p>Whilst budgeting for a modest surplus may be prudent to allow for unforeseen expenses that would not render the charging scheme unlawful or evidence any unlawful revenue raising motive, the Council's purpose in increasing the charges must not be to create a surplus.</p> <p>The Council has a public sector equality duty under s. 149 of the Equality Act 2010 to have due regard to the need to:</p> <ul style="list-style-type: none"> • Eliminate discrimination, harassment and victimisation and any other conduct prohibited under the Act • Advance equality of opportunity for those with 'protected characteristics' and those without them 	<p>Davidaire Horsford Assistant Head of Legal Services. 18/03/2021</p>

	<ul style="list-style-type: none"> • Foster good relations between those with ‘protected characteristics’ and those without them. <p>The protected characteristics are: 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.</p> <p>The Council must ensure that it has due regard to the Equality Duty in approving the proposals under this report, including how it will remove or minimise any disadvantage suffered by people with a protected characteristic.</p>	
<p>Finance and other resources including procurement implications</p>	<p>The Director of Regeneration, Enterprise & Skills is requested to agree to implement the variation of parking charges for permits, vouchers and on-street and off-street Pay and Display as set out in Appendix A and B and to agree to the advertising of the statutory notices of variation required for the proposed variation to existing parking charges.</p> <p>It is proposed, therefore, that an increase of 7% is applied to parking charges to take into account inflation increase since the last review implemented in 2018. The proposed charges are set out in Appendix A and B. It should be noted that some on and off-street Pay and Display charges (P&D) are not being reviewed at this time because due to limitations of the coin denominations accepted by some P&D machines the 7% figure cannot be achieved.</p>	<p>Sue Rock Accountancy Business Change Manager 18/03/2021</p>

	<p>The cost of implementing these changes will be approximately £25,000 which will be funded from the existing Parking revenue budget.</p> <p>It is estimated that introducing this approximate 7% increase to permits for on and off street permits will lead to increased income of £148,000.</p> <p>The proposed changes to P&D tariffs are estimated to lead to an increase in income of approximately £115,000.</p> <p>Legislation requires that any proposals relating to parking must be driven by transport (parking) policy considerations and not by a desire to generate income. Any surplus of income will be spent on transport related activities.</p>	
<p>Equalities</p>	<p>An equality impact assessment screening tool has been completed on the proposals and is attached at Appendix C.</p> <p>As permit charges for Blue Badge holders and carers are to remain free of charge, the proposals recommended through this paper are unlikely to have an adverse impact on those with protected characteristics under the Equality Act. Therefore, a full equality impact assessment was not deemed necessary. It is envisaged that the proposal will drive behavior change in the Royal Borough to increase active travel, improve air quality and road safety, reduce congestion and improve air quality.</p>	<p>Richard Cornell Parking Services Manager 02/02/2021</p>

13. Report Appendices

Appendix A: Proposed Permit and Voucher Charges

Appendix B: Proposed Pay & Display Charges

Appendix C: Equality Impact Assessment screening tool

14. Background Papers

Parking Strategy for the Royal Borough of Greenwich	Cabinet	23/07/2014
Parking Implementation Plan: Proposed Changes to Parking Arrangements	Cabinet	06/12/2017

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