



Environment Committee

14 March 2019

Title	Parking Tariffs and Operational Review
Report of	Chairman of the Environment Committee
Wards	All
Status	Public
Urgent	No
Key	Yes
Enclosures	Appendix A: On and Off Street Parking Tariffs Appendix B: Draft Vehicle Removals Policy
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Summary

This paper sets out sets out proposals for parking fees and charges, including resident and business permits, on street and off street parking tariffs, and additionally, a proposed vehicle removal operation policy. The committee is requested to consider and agree these proposals which form part of these wider corporate plans. This paper sets out the wider context for these proposals in terms of meeting the Council's wider air quality improvement and traffic management aims.

These proposals have been fed into the development of the Council's Corporate Plan and Medium Term Financial Strategy (MTFS) have been aligned to cover the next five years (2019-2024). A business planning paper was taken to Policy & Resources Committee on 11 December 2018 which set out these documents in draft, alongside the priorities for this Committee over the next five years. This includes corporate priorities that the Committee is responsible for, as well as Committee specific priorities.

At the time of writing this report, the final Corporate Plan and MTFS for 2019-2024 were subject to approval by Policy & Resource Committee on 20th February 2019, and after that

will be submitted to Full Council on 5th March 2019 for approval.

Officers Recommendations

1. That Environment Committee approves the proposed parking fees and charges as set out in section 3 of this report, and for these to be implemented by 1st July 2019 (in accordance with paragraph 7 of this report).
2. That the Environment Committee approves the adoption of virtual visitor permits for the Borough at the same charge as existing paper visitor vouchers and the promotion of these as the preferred form of visitor parking permit.
3. That the Environment Committee delegates authority to the Executive Director of Environment to arrange for the necessary amendments and publication of Traffic Management Orders to implement proposals outlined within this report and delegates the authority to resolve any objections to these, in consultation with the chair of the Environment Committee.
4. That the Environment Committee notes the sundry changes to the parking permit system detailed in paragraph 3.5
5. That Environment Committee approves the use its statutory powers as detailed section 4 of this report to commence vehicle removals in accordance with the draft vehicle removals policy set out at Appendix B, subject to a detailed mobilisation plan and operational procedures being established.
6. That Environment Committee recommends, and refers to full council for approval, that the appointed day for which Part 5 of the London Local Authorities and Transport for London Act 2008 shall come into operation in the London Borough of Barnet shall be 1st July 2019.

1. WHY THIS REPORT IS NEEDED

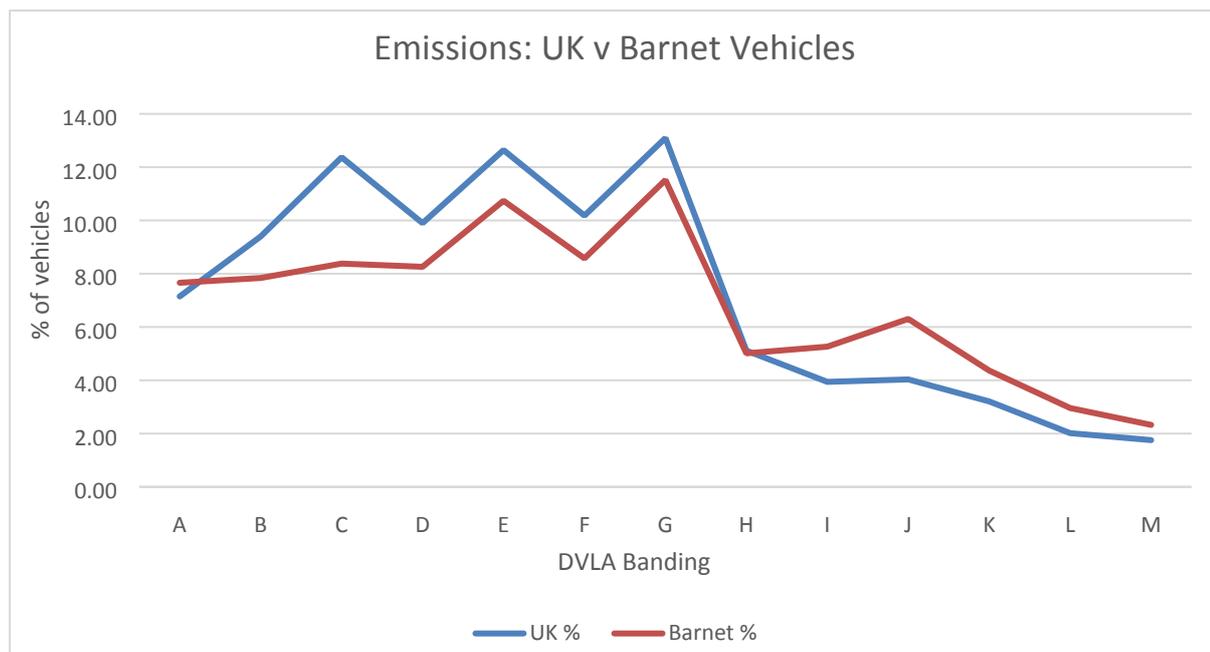
- 1.1 This report is required to set out proposals for parking fees and charges and vehicle removals which have been prepared to ensure that the parking service meets future challenges in terms of growth, air quality, and demand for road space. It also sets out in paragraph 3.5 the move to a new permit system and virtual visitor vouchers which will improve customer service and meet the expectations of residents to fulfil more Council services online.
- 1.2 Barnet is the largest borough in London in terms of its population and with a number of major roads, underground stations and train stations within the borough it is a major route for London commuters, adding significantly to our residential traffic. The parking service is a vital service for the Borough

enabling the safe and effective management of Barnet's road space and off street parking resource.

2. BACKGROUND

2.1 Barnet vehicle profile in regional context

- 2.1.1 Barnet has a higher proportion of car ownership per household than the London average. According to figures recorded at the 2011 Census, the number of cars per household in Barnet was 1.07 compared to a London average of 0.79 and 1.17 across England and Wales. In other outer London boroughs, recorded car ownership per household was 0.84 in Brent, 1.21 in Bromley, 1.01 in Enfield, 1.20 in Harrow, 1.22 in Havering and 1.18 in Sutton.
- 2.1.2 Contrastingly, in 2014 the average public transport accessibility score (PTAL) in Barnet at 3.0 may be considered favourable compared to other outer London boroughs. Scores were in 3.6 in Brent, 2.7 in Bromley, 3.0 in Enfield, 2.8 in Harrow, 2.5 in Havering and 2.9 in Sutton. The average PTAL score for London in 2014 was 3.8. A higher PTAL score indicates that public transport is more accessible.
- 2.1.3 Analysis has been carried out on the vehicle data held for Barnet, which is derived from existing permit records. This has shown that Barnet has a lower proportion of diesel vehicles than the UK average at approximately 32.5% in the borough compared to 40% nationally.
- 2.1.4 In terms of carbon dioxide (CO₂) emissions levels, and based on vehicles for which permit data exists, Barnet vehicles have higher emission ratings than the UK average. There is a limitation that this data relates only to existing permit holding vehicles in the Borough, however, there is no reason to assume it is significantly different to the wider vehicle ownership patterns in the Borough. It does not represent any insight into vehicles visiting the Borough from outside the Borough.
- 2.1.5 The below table derived from DVLA data sets and Barnet permit data sources shows the proportion of vehicles registered in each of the DVLA's tax bandings from A to M (with A being the lowest CO₂ emission band).



2.2 Growth in the borough

2.2.1 Barnet is London’s most populous borough with an estimated 395,000 residents. According to the GLA’s 2018 projections, over 430,000 people are expected to live in the borough by 2035, representing a 10% increase. This increase is expected to come predominantly from wards in Golders Green, Colindale, Mill Hill, West Hendon and Brunswick Park.

2.2.2 The growth in Barnet’s population will change our existing communities, attracting a younger and more diverse population. In addition to this, the increase in population is anticipated to have a significant impact on the way people travel, not least because an increase in existing patterns and levels of car use would be difficult for the existing infrastructure to manage.

2.2.3 The Brent Cross redevelopment project anticipates the creation of 7,500 new homes and 27,000 new jobs. In common with other London boroughs, residential development continues apace. The minimum ten year target for Barnet as set by the London Plan, and applicable from 2015 to 2025, is 23,489 additional homes.

2.3 Regional policy context on transport

2.3.1 The Mayor of London has introduced a number of initiatives aimed at improving air quality within London, namely the Ultra Low Emission Zone (ULEZ) which is to be implemented from 8th April 2019. This replaces the current T-Charge which is set at £10 per day and applies to older vehicles which do not meet specified emissions standards.

- 2.3.2 The Mayor of London has also proposed initiatives including the low emission bus zones, a £20m Air Quality Fund, and a vehicle scrappage scheme for small businesses aimed at reducing the number of heavily emitting vehicles on the road.
- 2.3.3 From 25 October 2021, the ULEZ area will be expanded to include inner London up to the boundary of the north circular, which will bring some of the borough within the ULEZ.
- 2.3.4 Barnet is in the process of developing a transport strategy to understand and improve the way individuals travel across the borough.
- 2.3.5 The strategy will outline the Council's commitment to improving transport options for all of our residents. This will involve considering what an appropriate "mix" of future travel modes should be and how we should be investing in various travel modes in order to arrive at a comprehensive choice of travel options for residents that effectively integrate with one another. It will also provide a high level blueprint to move forward and meet new and emerging challenges as well as providing a local application of the Mayor's Transport Strategy goals.
- 2.3.6 Whilst 30% of Barnet households do not have access to a car, more road miles are travelled per capita in Barnet than in neighbouring boroughs which is evidenced in a higher rate of road traffic accidents in our borough in comparison to others.
- 2.3.7 Population growth estimates, in conjunction with poor public transport links especially from east to west of the borough, all combine to suggest that our road network will come under increasing pressure and congestion in the future. It is vital therefore that the council adopts an approach which seeks to support its traffic management and air quality purposes to ensure appropriate policies and services are in place to secure a better environment for its residents.

2.4 Air quality ambitions and projections

- 2.4.1 Poor air quality is responsible for approximately 9,000 premature deaths in London each year¹. Air quality issues continue to be a major cause of public concern for Londoners – air quality monitoring suggests London air quality will continue to break legal limits until after 2030.
- 2.4.2 In Barnet, traffic congestion is the top issue of concern for 19% of residents². The Barnet Corporate Plan aims to improve the present situation and take steps to ensure that Barnet's local environment will be

¹ https://www.london.gov.uk/sites/default/files/hia_in_london_kingsreport_14072015_final.pdf

² <https://engage.barnet.gov.uk/1234/documents/1357>

clean and attractive, with well-maintained roads and pavements, flowing traffic, increased recycling and less waste sent to landfill.

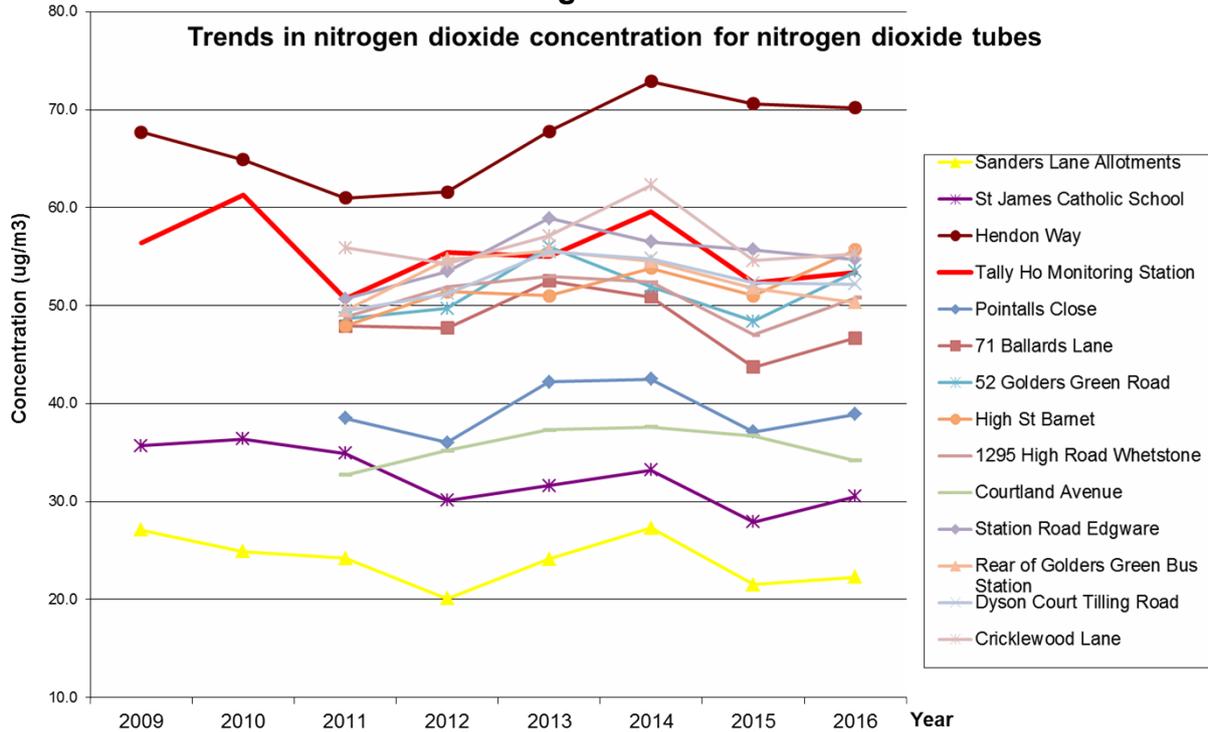
- 2.4.3 The current administration's manifesto states that air quality is a priority for Conservatives and pledges to ensure that the Mayor of London's environmental plans properly protect Barnet's air quality.
- 2.4.4 The Council is installing electric vehicle charging points on the borough's streets to encourage take up of zero emission vehicles. Electric vehicles do still create harmful particulate matter and require electricity to run which is not always generated from sustainable sources.
- 2.4.5 40% of air pollution comes from diesel vehicles, and a further 10% from other road transport³. The majority of car trips made in London are for shopping, leisure or social business and many are less than 2km – 1 in 3 trips could be walked in under 25 minutes⁴.
- 2.4.6 The Government has published National Air Quality objectives⁵ aimed at improving air quality. Local authorities have a statutory duty to assess the air quality in their area against these, and where an objective is not being achieved it must designate an air quality management area. The local authority must then carry out an assessment of that area and develop an air quality action plan to improve air quality. Barnet's Air Quality Action Plan has been prepared and published.
- 2.4.7 In April 2001, the whole borough was designated an Air Quality Management Area (AQMA). This was due to the predicted exceedance of the annual mean objective for nitrogen dioxide (NO₂) and the 24-hour mean objective for particulates (PM₁₀). Traffic along the main roads in the borough formed the primary source of the pollutants.
- 2.4.8 In July 2010 the original AQMA Order was amended to include the one hour mean objective for nitrogen dioxide for the whole borough. This was due to exceedances of this objective at Golders Green bus station and high street locations across the borough where the public may spend an hour or more.
- 2.4.9 The most recent published air quality monitoring data for Barnet relates to 2016, which shows that the majority of the diffusion tubes which continually measure air quality at specific locations in the borough recorded an increase in nitrogen dioxide concentrations compared to the previous year, as shown in Table 1 below.

³ <https://www.ippr.org/publications/lethal-and-illegal-londons-air-pollution-crisis>

⁴ <http://content.tfl.gov.uk/london-travel-demand-survey.pdf>

⁵ https://uk-air.defra.gov.uk/assets/documents/Air_Quality_Objectives_Update.pdf

Table 1: Trends in Nitrogen Dioxide concentration⁶



2.4.10 At 16 of the 27 monitoring sites active during 2016, breach of the national target of 40ug/m³ NO₂ was found. At two of these sites, NO₂ levels were high enough to suggest that the hourly mean target of 200ug/m³ not to be exceeded more than 18 times per year, was also breached.

2.4.11 Item 20 on the Council’s Air Quality Action Plan is to have differential charges for resident parking permits based on pollutant emissions, and to constantly review its pricing strategy to reflect national, regional and local policies.

2.4.12 The Council’s latest review report on air quality also notes that there are new sources of emissions identified that are currently at the planning stage. In 2016, 200 planning applications were reviewed for air quality impacts and the impact of development continues to be monitored in terms of non-road mobile machinery on construction sites in Barnet, which cause 7% of Nitrogen Oxide, 14% of PM_{2.5} and 8% of PM₁₀ emissions in London. Looking ahead, there will be significant residential, retail and leisure development at Brent Cross, as well as a new waste transfer station.

2.4.13 Taken as a whole this suggests that air quality is worsening in the borough, and that significant levels of new development will have a negative impact both from construction, and increased residential traffic when complete.

⁶ [London Local Air Quality Management Annual Status Report 2016 \(Published 04/05/2017\)](#)

2.5 **Barnet resident permit profiles at present**

- 2.5.1 The Council's existing resident parking permits are priced according to the carbon dioxide (CO₂ g/km) emission rating of the vehicle. There is also a small supplement for diesel vehicles, reflecting the concerns relating to particulate matter emitted from these.
- 2.5.2 Resident permits are electronic and are linked to the individual vehicle registration mark. Patrolling Civil Enforcement Officers can search for a valid permit being held by inputting the vehicle registration mark into their handheld computer.
- 2.5.3 Electronic or 'virtual' permits have the benefit of being valid as soon as they have been purchased online by the resident, with no need to wait for a paper permit to arrive in the post or to display anything in the vehicle.
- 2.5.4 In addition, for over 90% of residents making a resident permit application, vehicle emissions data is held within the DVLA vehicle database. During the online permit application process, the resident is asked to enter the vehicle registration mark. The emissions category of the vehicle is checked against the DVLA database and the correct category of permit is offered to the resident.
- 2.5.5 A small minority of vehicles do not have CO₂ emissions data held by the DVLA. These include vehicles manufactured prior to 2002, imported vehicles or where modifications have been made after manufacture which require the vehicle V5C (logbook) to be updated. In these cases, the equivalent price is calculated with reference to the logbook and according to the engine cylinder capacity.
- 2.5.6 Current emissions bandings, prices and profile of Barnet permit holder vehicles are shown in Table 2.

Table 2: Current Barnet Resident Permits Profile

Permit Category	CO₂ g/km emissions band	Annual Price	% Barnet vehicles⁷
Green	0 - 110	£15	20.54%
Lower	111 - 130	£50	14.59%
Low (Top)	131 - 150	£55	15.15%
Middle	151 - 200	£65	36.95%
Higher	201 +	£115	12.78%

- 2.5.7 The surcharge of £10 for diesel vehicles, and £15 for additional vehicles, is applied in addition to the prices shown at Table 2.

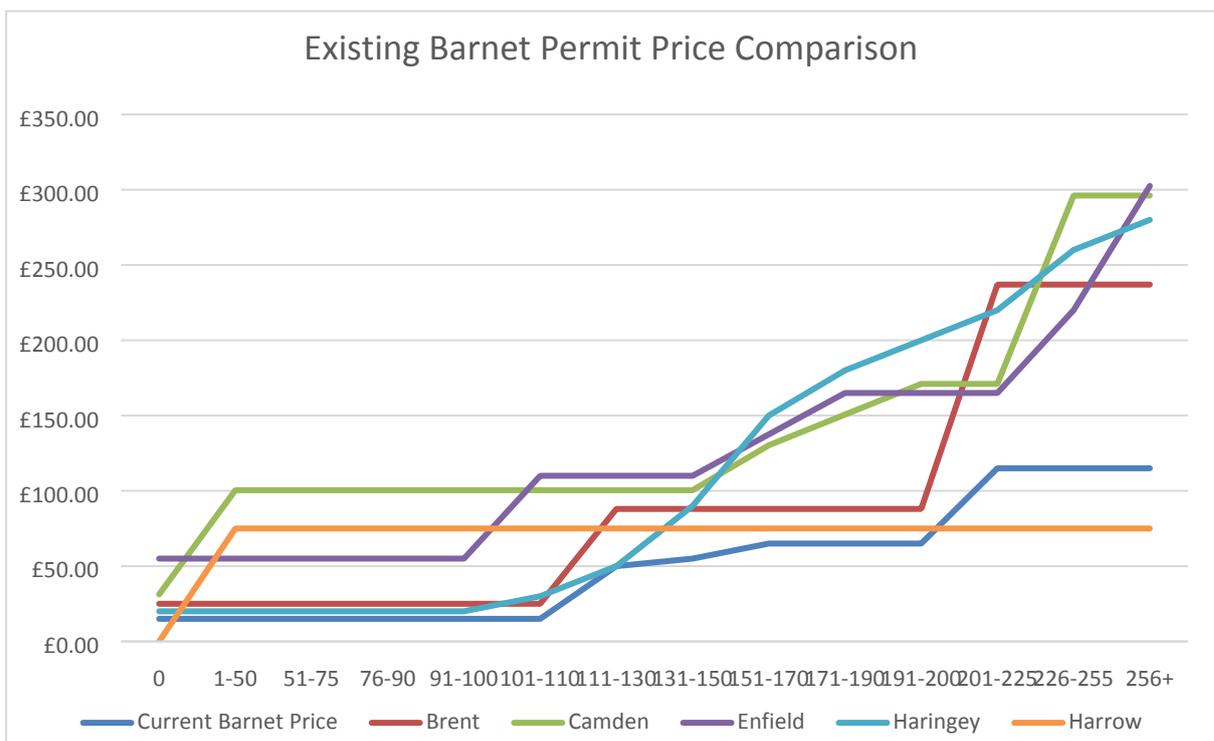
⁷ Based on vehicles holding a Barnet resident permit between February 2018 and February 2019

2.5.8 Analysis of permit holder data over the previous eighteen months shows a trend towards cleaner, lower emitting vehicles. This trend echoes the national trend in vehicle purchasing which has seen vehicle manufacturers respond to consumer demand for cleaner, cheaper to run vehicles, competition, and hefty fines levied by the European Commission on manufacturers related to the diesel emissions scandal.

2.5.9 Other London boroughs, notably Camden, Enfield, Haringey and Brent have also set permit prices which are linked to emissions and/or engine capacity, but with bandings which are more refined than the current categories at Barnet as shown in Table 2, and with more stringent policies towards additional vehicles and diesel vehicles.

2.5.10 A comparison of current permit categories and prices with average prices charged at neighbouring London boroughs is shown at Table 3.

Table 3: Current Resident Permits Comparison



3. PARKING FEES AND CHARGES PROPOSALS

3.1 Resident Permits

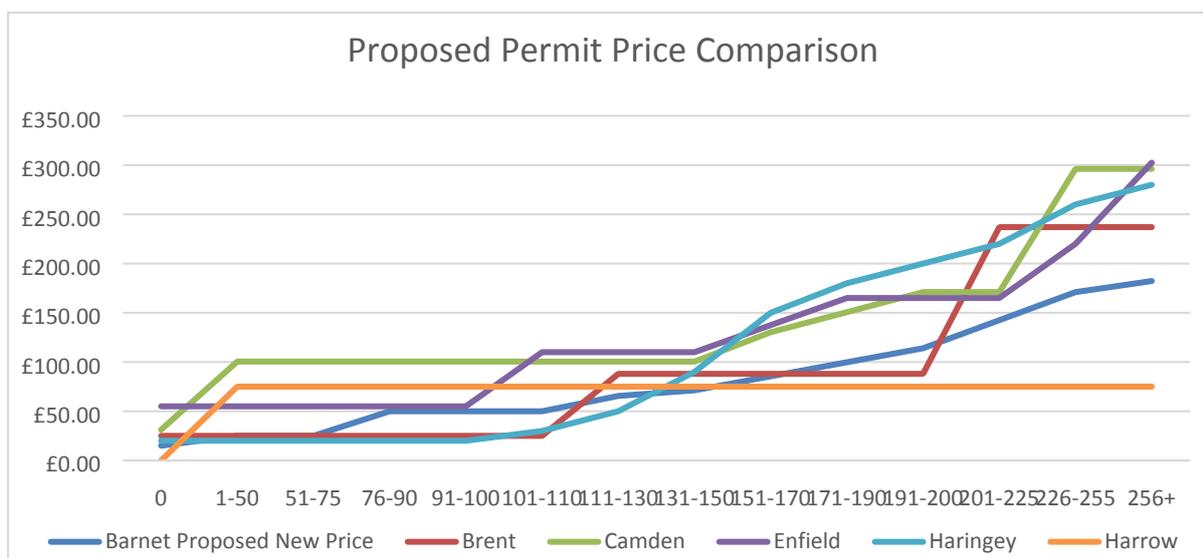
- 3.1.1 It is therefore proposed to implement new permit categories which are closely aligned to the DVLA categories used to calculate vehicle tax rates for cars and some motorhomes registered on or after 1 April 2017.
- 3.1.2 These categories, shown at Table 4, are more progressive and better support the council's objectives to improve air quality by incentivising cleaner and zero emission vehicles. It brings some vehicles out of the lowest emissions categories of the previous charging structure so as to reflect the desire to continue to see the emissions profile improve over time.
- 3.1.3 The pricing structure includes a low price for vehicles in the ultra-low emissions categories, with these paying £25. The £50 charge for the next three categories between 76 and 110g/km reflects that these were the lowest emissions categories of the previous arrangement and that these remain some of the lowest emitting vehicles in the Borough.
- 3.1.4 A new category will be created for zero emission vehicles, re-establishing a permit for electric vehicles which was previously available but removed at the last review of parking permit fees and charges.
- 3.1.5 Stronger pricing emissions signals are in place for the higher emitting vehicle categories, with a progressive increase of the charge from the categories after 110g/km point onwards. The pricing for the highest emitting categories is aimed at such a level as to signal the Borough's intention to reduce the emissions profile

Table 4: Proposed New Resident Permit Categories

CO2 g/km	Annual Price for 1 st Vehicle Resident Permit	Additional Vehicle Supplement
0	£15.00	+£25
1-50	£25.00	+£25
51-75	£25.00	+£25
76-90	£50.00	+£25
91-100	£50.00	+£25
101-110	£50.00	+£25
111-130	£65.55	+£25
131-150	£71.25	+£25
151-170	£85.50	+£25
171-190	£99.75	+£25
191-200	£114.00	+£25
201-225	£142.50	+£25
226-255	£171.00	+£25
256+	£182.25	+£25

- 3.1.6 Currently vehicles with 7 seats or more, and falling into the higher emission band, are offered a discount to pay the middle band rate to reflect the traffic management reduction aim in keeping a potential additional vehicle off the road. In support of this it is proposed to offer a 50% discount for vehicles with 7 seats or more, or a fixed price of £65, whichever this is the greatest. This in effect means that all but those vehicles falling into three highest emissions bands will continue to be charged £65.
- 3.1.7 It is proposed to add £10 will be added to the additional vehicle surcharge, taking the total additional supplement to be paid in respect of 2nd, 3rd and 4th vehicles per household to £25 in addition to the prices shown above. This is intended to continue to manage the impact of additional vehicles within controlled parking zones as well as overall road congestion.
- 3.1.8 The current diesel vehicle surcharge of £10, paid in addition to the prices shown above, is proposed to remain. This continues to reflect the higher level of particulates emitted by diesel vehicles.
- 3.1.9 A comparison of proposed resident permit categories and prices with average prices charged at neighbouring London boroughs is shown at Table 5.

Table 5: Proposed Resident Permits Price Comparison



3.2 Business Permits

- 3.2.1 Business permits are currently available to those business registered within a controlled parking zone, who can purchase up to three permits per year at a cost of £525 per year. Weekly or monthly permits are also available.
- 3.2.2 Business permits are electronic and work in the same way as a resident permit as described in paragraphs 2.5.2 and 2.5.3
- 3.2.3 Businesses requiring a permit which can be transferred between different vehicles on a regular basis may also apply for an ‘ANY’ vehicle permit, at a cost of £840 per year, a 60% supplement. This is issued as a paper permit.
- 3.2.4 In support of the Council’s air quality improvement objectives, and to incentivise the use of lower emitting vehicles by businesses, it is proposed to introduce emissions based pricing for business permits.
- 3.2.5 Proposed categories, which align with proposed resident permits categories, and prices, are shown at Table 6.

Table 6: Proposed New Business Permit Categories

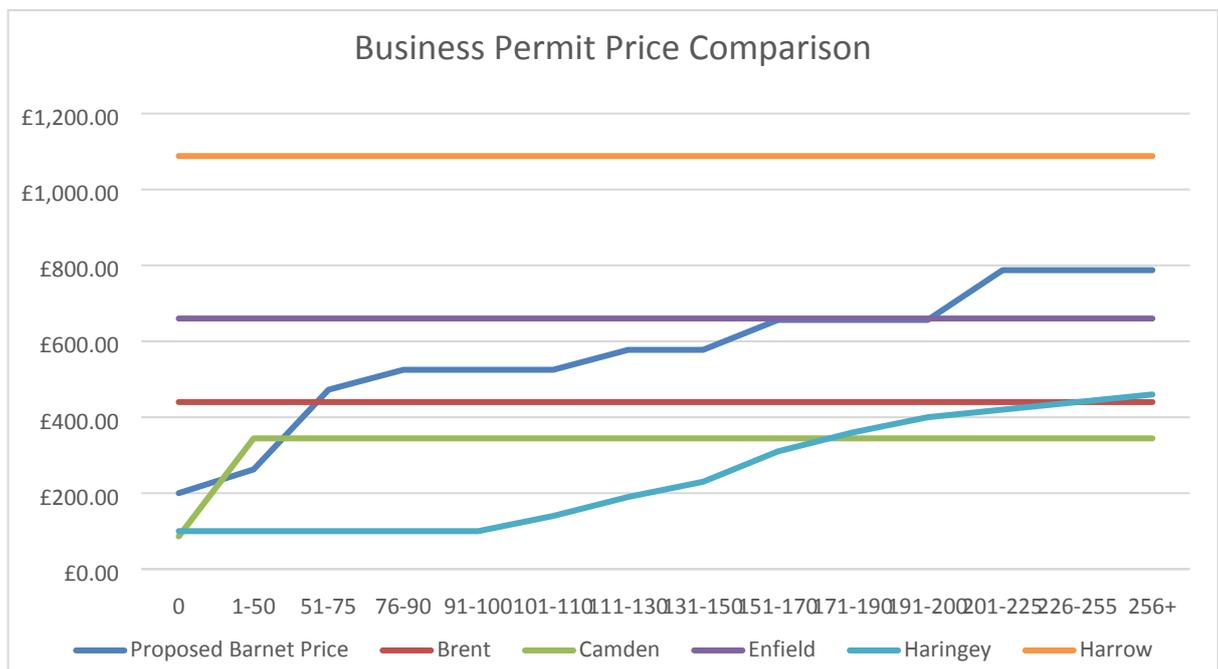
CO2 g/km	Annual Price for Business Permit	Diesel Supplement
0	£200.00	N/A
1-50	£262.50	+£10
51-75	£472.50	+£10
76-90	£525.00	+£10
91-100	£525.00	+£10
101-110	£525.00	+£10
111-130	£577.50	+£10
131-150	£577.50	+£10
151-170	£656.25	+£10
171-190	£656.25	+£10
191-200	£656.25	+£10
201-225	£787.50	+£10
226-255	£787.50	+£10
256+	£787.50	+£10

- 3.2.6 It is proposed to introduce a £10 diesel vehicle surcharge to the prices shown above. At present, business permits are of a fixed price with no diesel supplement. This proposal would bring business permits into line with the air quality improvement approach already in place for resident permits, in regard to the harmful particulate matter emissions from diesel vehicle.

3.2.7 It is proposed to retain the 'ANY' business permit as described at paragraph 3.2.3 at the current supplement of 60% over the highest price permit, with a diesel supplement as the permit for 'Any' vehicle could be used in the highest emitting vehicle. This would represent a charge of £1272. At present this type of permit represents just over 7% of all business permits sold.

3.2.8 A comparison of proposed business permit categories and prices with average prices charged in neighbouring London boroughs is shown at Table 7.

Table 7: Proposed Business Permits Price Comparison



3.3 On Street and Off Street Pricing

3.3.1 It is proposed to review car parking tariffs in the borough for on street parking spaces and off street parking spaces (car parks). A wholesale review of existing tariffs has not been made in recent years and in 2013 some tariffs for off street parking (car parks) were reduced.

3.3.2 The majority of the Council's on Street parking restrictions operate between 8:00 and 18:30, Monday to Saturday and 09:30 to 18:30 hours on Sunday.

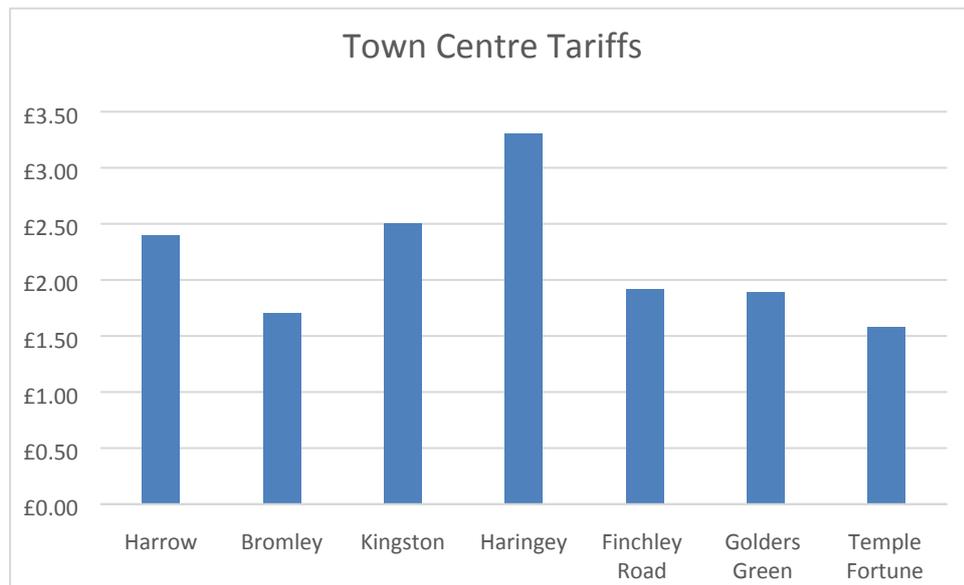
3.3.3 The current tariffs for on street parking, as set out within the most recent published traffic order, are set out at Appendix A. Further detail on where each tariffs applies may be found within schedule 5 of the traffic management order, and with reference to the public Traffweb system. The

impacted traffic management orders (TMOs) are: TMO 2014 no.121 (as amended) and TMO 2017 no.24.

3.3.4 The current tariffs for off street (car parks) are also set out at Appendix A. The impacted TMOs are TMO 1994 no.15, TMO 2002 no.46, TMOs 2003 nos.58&59, TMOs 2004 nos. 64&72, TMO 2005 no.21, TMO 2014 no.72.

3.3.5 Analysis of the most popular Barnet town centre locations (Finchley Road, Golders Green and Temple Fortune) suggests that the current tariffs are lower than that being charged per hour in comparable outer London borough town centres in Bromley, Harrow, Haringey and Kingston, as shown at Table 8. It should be noted that the tariffs for Finchley Road, Golders Green and Temple Fortune represent the average amount paid in each location, and are not a per hour rate, so these figures suggest that tariffs in Barnet are lower than average.

Table 8: Example town centre parking tariffs



3.3.6 The Council has reviewed its tariffs in order to ensure they meet traffic management objectives of ensuring availability of on street spaces, adequate turnover and utilisation of car parking spaces all of which are anticipated to have a beneficial impact on the vitality of town centres. This also helps keep traffic moving freely, particularly by ensuring adequate turnover so vehicles are not circling to find spaces;

3.3.7 The effect of not having altered tariffs in many years is that inflation has seen the pricing signal reduce in its impact. This can reduce the turnover of spaces as it becomes functionally cheaper to park for longer periods. It also reduces the incentive to use a car park for longer term parking in preference to on street parking. This impacts the availability of spaces in

the most desirable locations. The proposal is to see the application of an increase in line with RPI inflation since the last on street tariff review and to apply the same in car parks.

3.3.8 The level of RPI inflation since the last on street price review is 25%. The Borough does not propose to change tariffs over the three year period following this change. Therefore the inflationary increase is intended to select the midpoint of those three years and therefore has an additional 3%, which assumes that inflation is at around 2% over the 18 months following introduction. In total, the increase would be 28%.

3.3.9 On street tariffs and off street tariffs will still remain below that charged by private parking operators and near neighbours. Table 9 shows the proposed price increase applied to typical on street and off street parking sessions, including the average amount paid per parking session in the financial year 2017/18 which was £1.28

Table 9: Proposed On and Off Street Tariff Increase Examples

Example tariff / hour	% change	Proposed tariff / hour
£1	28%	£1.28
£1.28 (average)		£1.64
£2		£2.56
£3		£3.84

3.3.10 Six of the Council’s 24 car parks are currently tariff free. It is not presently proposed to introduce tariffs at these car parks meaning that free parking will still be provided at these car parks.

3.4 Suspensions

3.4.1 The Council offers a paid for parking bay suspensions service for the purposes of residential removals, building works, utility works and special events. Suspension of parking bays may be requested within a controlled parking zone, and notified to motorists by the installation of temporary signage at the location. An unauthorised vehicle parking in a suspended bay is liable to receive a penalty charge notice.

3.4.2 Parking suspensions are a source of complaint from Borough residents and businesses and one purpose of charging is to ensure that requests are kept to a minimum in both size and duration. The review of charges intends to ensure that frivolous requests for parking bay suspensions are kept to a minimum to minimise disruption and suspension of parking

spaces when it is not strictly necessary to do so. Charges for suspensions of paid parking, which is valuable particularly to shops and businesses and represents a relatively low volume in the Borough, are higher than permit parking and the price change maintains that differential.

3.4.3 The current fees for the suspensions service is made up of an administration fee of £130 which applies to each booking, plus a per day, per bay fee calculated for each booking. Suspension of a paid for parking space costs £30 per day, per 5m length. Suspension of a resident parking permit space costs £20 per day, per 5m length.

3.4.4 It is proposed to retain the current administration fee, and to increase the fee for a paid for parking space to £55 per day, per 5m length, and to increase the fee for a resident permit parking space to £40 per day, per 5m length.

3.5 Permit System Upgrade

3.5.1 As part of the mobilisation of the new parking enforcement contract, a new permit system is being configured which will bring a number of improvements to those residents and other customers applying for a permit or parking voucher.

3.5.2 The new permit system will no longer require the use of a permit application or pin number, and will be account based which means that customers will be provided with a single set of login credentials to manage all permits and voucher products. Customers will be able to retrieve forgotten login credentials using a 'reset password' function.

3.5.3 It will be an option during the online application process for residents to undertake a credit check carried out by a third party (Experian) in order to verify their residency within Barnet. This will be optional, and applicants will be able to submit proof of residency separately, as is the case now, should they prefer to do so. This change, amongst other features being developed within the new permit system software, are intended to simplify the permit application process from the customer's perspective, and reduce the requirement to call or email the customer contact centre in order to apply, validate or pay for permits and vouchers.

3.5.4 Residents who prefer to conduct transactions by telephone, or those requiring help and assistance, will continue to be able to do so, with the contact centre agent able to manage permits and vouchers on behalf of the customer within the customer's account.

3.5.5 The new permit system is currently being configured, and is being managed as part of the parking enforcement contract mobilisation. It is anticipated that the new system will be available to residents later this

year. Any changes to the application process will be advertised on the parking pages of the council website.

3.6 Virtual Visitor Vouchers

- 3.6.1 As part of the new permit system upgrade referenced in paragraph 3.5, The Council is developing a new virtual visitor voucher, which will be made available to purchase by eligible residents living within a controlled parking zone later this year.
- 3.6.2 Virtual visitor vouchers will be offered in addition to the current scratchcard style paper vouchers. Virtual vouchers will work in a similar way to the current virtual resident permits, and have the benefit of being available immediately for use from the point of purchase by the resident. The new virtual vouchers would be offered at the current price of £1.10 and are valid all day.
- 3.6.3 The resident would be able to order virtual vouchers using their parking account, which is to be integrated with the Council's My Account function. When wanting to assign a visitor voucher, this would be done online or calling the customer contact centre to nominate the vehicle registration number. This would be able to be 'pre-booked' allowing residents greater flexibility to assign vouchers to regular visitors if they choose to do so.
- 3.6.4 Currently, visitor vouchers can be ordered online or by telephone, and are posted to the resident by recorded delivery.
- 3.6.5 The overall cost of providing visitor vouchers, which includes printing of scratchcard vouchers, administering the service and postage and packaging, are likely to be greatly reduced when virtual vouchers are offered as an alternative.
- 3.6.6 Customer feedback suggests that virtual vouchers would be a welcome new initiative as they would allow greater flexibility to the resident to assign a voucher to their nominated visitor without them needing to hand over a physical voucher, or needing to wait until the batch of printed vouchers arrived in the post, or worse still, vouchers being misdelivered or lost in the postal system.
- 3.6.7 It will be possible to order virtual vouchers by telephone from the customer contact centre, and to call up in advance to activate a voucher. It is recognised however that not all residents may wish to use virtual vouchers. Existing scratchcard vouchers will be retained for those residents who wish to continue ordering paper vouchers. A print on demand solution is being explored as a future solution for printed vouchers, which is likely to be cheaper and provide a better quality product than is currently available.

3.6.8 The virtual visitor voucher will be promoted as a voucher of choice and will be made more prominent in the Council’s offering than the legacy scratch cards.

3.7 Contractor Permit

3.7.1 The Borough has received requests for a permit that would allow holders to park in multiple CPZs. These are typically from contractors undertaking works at properties around the Borough and where their location of work is away from their main business address. Such permits are offered in other London Boroughs but not presently in the London Borough of Barnet.

3.7.2 It is proposed to offer a new type of permit for contractors or other businesses located in the borough, who frequently carry out work borough wide and have a legitimate business need to park in controlled parking zones in the performance of their services.

3.7.3 The proposed new permit type would be called a Contractor Permit, and would be offered either as an electronic permit, assigned to a specific vehicle, or as a paper permit and be able to be transferred between different vehicles as required by the business.

3.7.4 Proposed categories, which align with proposed resident and business permits categories, are shown at Table 10.

Table 10: Proposed Contractor Permit Categories

CO2 g/km	Annual Price for Contractor Permit	Diesel Supplement
0	£500.00	N/A
1-50	£656.25	+£10
51-75	£1,181.25	+£10
76-90	£1,312.50	+£10
91-100	£1,312.50	+£10
101-110	£1,312.50	+£10
111-130	£1,443.75	+£10
131-150	£1,443.75	+£10
151-170	£1,640.63	+£10
171-190	£1,640.63	+£10
191-200	£1,640.63	+£10
201-225	£1,968.75	+£10
226-255	£1,968.75	+£10
256+	£1,968.75	+£10

- 3.7.5 It is proposed to introduce an ‘ANY’ contractor permit as described at a supplement of 60% over the highest price electronic contractor permit, with a diesel supplement as the permit for ‘Any’ vehicle could be used in the highest emitting vehicle. This would represent a charge of £3152. This aligns with the proposal for ‘ANY’ business permits as outlined at point 3.2.7.
- 3.7.6 Table 11 compares the new proposed Contractor Permit prices with similar, current permit types and their respective annual and daily costs. It should be noted that Business and Builders permits are valid only within a specified controlled parking zone, and not borough wide.

Table 11 Proposed Contractor Permit Price Comparison

Single Zone Permits	Current Annual Price	Cost per day
Business Permit (specific vehicle)	£525	£1.44
Business Permit (any vehicle)	£840	£2.30
Builders Permit (specific vehicle)	£310	£0.85
Builders Permit (any vehicle)	£620	£1.70
Proposed Borough Wide Permit	Proposed Annual Price	Cost per day
Contractor Permit (specific vehicle)	Prices as shown in Table 10	£1.37 to £5.39
Contractor Permit (any vehicle)	£3162	£8.66

- 3.7.7 Subject to approval of these recommendations, the new Contractor Permit will be implemented and made available to eligible businesses subject to the relevant Traffic Management Order statutory consultation and amendments being made.

4. VEHICLE REMOVALS

- 4.1 The Council has actively conducted removal operations for untaxed and abandoned vehicles for a number of years using its statutory powers under the Refuse Amenity Disposal Act 1978 and Removal and Disposal of Vehicles Regulations 1986.
- 4.2 Removals and/or relocations for parking related contraventions have not been implemented and there is currently no policy in place for such operations.

- 4.3 The Council has in 2018 procured a new contract for parking enforcement operations, which has been awarded to NSL Services Ltd. As part of this procurement process, suppliers were provided with a specification for vehicle removals and were instructed to provide proposals meeting that specification as an option for the Council to consider introducing during contract term.
- 4.4 A suitable proposal has been provided by NSL which outlines a proposed deployment based on their operations managed elsewhere in London, and proposed that any vehicles removed would be transported and securely stored at their vehicle pound at Edmonton. A standard release fee of £200 is payable per vehicle, and a storage fee of £40 per vehicle per day also applies. When a vehicle is claimed, the full amount of the PCN charge is also due in order for the vehicle to be released.
- 4.5 A draft policy for vehicle removals is attached at Appendix B. This policy prioritises vehicles that are parked dangerously, or causing an obstruction, which cause nuisance to our residents on a daily basis.
- 4.6 Vehicle removals for parking related contraventions supports the following parking enforcement objectives:
- 4.6.1 Vehicles causing obstructions or parked dangerously are removed, reducing congestion and keeping traffic moving.
 - 4.6.2 Enforcing persistent evaders of penalty charge notices (PCNs), which is defined as a vehicle that has a minimum of three outstanding PCNs beyond the stage at which an appeal can be made.
 - 4.6.3 Providing a secondary enforcement deterrent to encourage motorists who have already been issued a PCN to move on.
 - 4.6.4 Enforcing against unregistered vehicles.
 - 4.6.5 Supporting parking bay suspensions, which have been paid for by residents and businesses for an important purpose such as a residential removal, special event, building or utility works.
 - 4.6.6 Enhanced enforcement measure to protect disabled bays for genuine Blue Badge holders.
 - 4.6.7 Enhanced enforcement measure to remove vehicles parked across dropped kerbs, maintaining access to the highway for residents.
- 4.7 The Removal and Disposal of Vehicles Regulations 1986, made under the provisions of the Road Traffic Regulation Act 1984, provide the legal basis for the removal of vehicles with reference to the Traffic Management Act 2004,

under which provision a penalty charge notice must first have been issued to a vehicle prior to removal.

- 4.8 Part 5 of the The London Local Authorities and Transport for London Act 2008 provides powers to authorities to (Part 5), recover unpaid penalty charge notices (PCNs) issued for parking contraventions committed by persistent evaders. A persistent evader is defined as a vehicle that has three or more PCNs unpaid that are not the subject of appeal.
- 4.9 The Act requires London local authorities to make a resolution fixing an appointed day from which the authority will begin to bring into operation the powers under Part 5 of the Act.
- 4.10 The adoption of these powers allows authorities in London to locate, immobilise, remove and impound persistent evader vehicles whilst they are legally parked. It also allows authorities to require the payment of all outstanding penalties before a vehicle is released.
- 4.11 The Act allows that enforcement action may be undertaken by one local authority on behalf of another pursuant to an agreement between them. For example; a persistent evader for borough "A" could be located within the boundaries of borough "B". Borough B may immobilize and impound that vehicle on behalf of borough A and commence the debt recovery action. It is envisaged this type of enforcement action will be the exception rather than the norm, and a pilot project led by London Councils between City of Westminster, Royal Borough of Kensington and Chelsea, the London Boroughs of Ealing, Camden, Hackney, Wandsworth and Hammersmith and Fulham is underway to test this aspect of the legislation by carrying out "cross border" joint operations.
- 4.12 The Act also allows for the provision of a bond (in an amount to be fixed by London Councils Transport and Environment Committee) to be paid by the owner of the vehicle, on the provision of verifiable proof of an address, similar to the scheme operated by DVLA for untaxed vehicles. Payment of this bond will allow the registered keeper/owner of the vehicle to make any representations or appeals against the enforcement action and will assist authorities in establishing the ownership and location of the owner of unregistered vehicles.
- 4.13 The powers provided to Councils under the Act provide an opportunity to provide a clear deterrent message to persistent offenders and the general public that London authorities are joining forces to tackle the issue, making detection (and consequently enforcement action) against such vehicles much more likely.
- 4.14 It is therefore being recommended that the Environment Committee resolves that the appointed day for which Part 5 of the London Local Authorities and

Transport for London Act 2008 shall come into operation on public highways for which London Borough of Barnet is the Highways Authority shall be 1st July 2019

- 4.15 Subject to approval of the recommendations of this report, a detailed mobilisation plan will be developed by NSL for approval by the Head of Parking and Infrastructure along with operational procedures.. The vehicle removal policy will complement the Council's parking enforcement policy and will be published on the Council's website.
- 4.16 Appropriate communications for vehicle removal operations will be included within the mobilisation plan, which will include advertisement and information about vehicle removals being added to the parking pages of the Council's website in order that residents and motorists visiting the borough are advised of the new enforcement measures.

5. REASONS FOR RECOMMENDATIONS

- 5.1 It is recommended that the Environment Committee approves the recommendations outlined within this report in order to support the Council's Corporate Plan and Medium Term Financial Strategy, which aims to ensure that there is a clear strategy and set of initiatives in place to address future challenges, and to make progress towards our objectives to improve air quality within the borough, reduce congestion, keep traffic moving, and provide parking provision to motorists at a fair price.

6. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 6.1 A number of alternative proposals have been considered for resident and business parking permits, including making no change or applying a flat rate increase to existing permit tariffs.
- 6.2 These are not recommended as a either making no change or applying a flat rate increase to existing permit tariffs would not continue to provide a sufficiently effective incentive to motorists to reduce their impact on the environment. The Council wishes to encourage this type of behaviour change.
- 6.3 A CO2 emission based tariff applied alone, with no diesel surcharge, would mean that drivers of petrol vehicles would be charged more than drivers of diesel vehicles, which have comparatively lower CO2 emission ratings but produce harmful NOx emissions and particulate matter. Therefore it is recommended that the new permit model which applies tariff increases to both higher CO2 banded vehicles and diesel vehicles is adopted.
- 6.4 In regard to on and off street tariff proposals, an alternative option to implement emissions based tariffs which are aligned to the proposed resident

permit categories has been considered. At present, the technology to apply emissions based pricing tariffs through existing payment platforms (Pay by Phone or Pay and Display ticket machines), is not available, and so this option is not being recommended to the committee at the present time. A future proposal in this regard may be considered should such technology become available and prove to be reliable and this will be monitored over the following three year period with a proposal potentially brought to a future Environment Committee, which will set out the wider benefits in terms of reducing congestion, and supporting wider traffic management aims to encourage turnover of parking spaces and enabling footfall within town centres.

- 6.5 In regard to vehicle removals, the alternative option is to not proceed to enforce using this approach. This option is not recommended as it will reduce our ability to apply a greater deterrent to persistent evaders, and our ability to reduce congestion by removing vehicles which are causing obstruction.

7. POST DECISION IMPLEMENTATION

- 7.1 If the recommendations outlined within this report are approved, work will begin to implement the proposals with initial expectations of the on and off street tariff changes outlined at paragraph 3.3 being in place by June 2019, and permit proposals being in place by 1st July 2019.

- 7.2 No tariff changes would be made prior to 15th April 2019.

- 7.3 A detailed mobilisation plan and operational procedures will be established for vehicle removals with an anticipated operational start date of 1st July 2019.

8. IMPLICATIONS OF DECISION

8.1 Corporate Priorities and Performance

- 8.1.1 The Council's Corporate Plan, which sets out the outcomes, priorities and strategic approach, has been refreshed for 2019 to 2024. The Corporate Plan states in its strategic objectives that it will work with partners to create the right environment to promote responsible growth, development and success across the borough. We want to ensure that the borough continues to be a place where people aspire to live and these proposals are recommended in support of these aims.

8.2 Resources (Finance & Value for Money, Procurement, Staffing, IT, Property, Sustainability)

- 8.2.1 There are no anticipated additional resource requirements for the implementation of the parking fees and charges proposals outlined at section 3. Proposed tariff changes would be implemented by the parking client team working with the existing parking enforcement contractor, using

software and customer service interfaces which are already in situ. New permit products proposed in sections 3.6 and 3.5 will be rolled out as part of the parking enforcement contract mobilisation, which has dedicated resources in place.

8.2.2 The vehicle removal operational as outlined at section 4 will require the addition of a software module by its current parking enforcement contractor at a cost of £8,000, and the establishment of a vehicle TRACE service to be registered with the DVLA at an estimated cost of £12,500. These are one off costs which are proposed to be funded by the Special Parking Account.

8.2.3 Ongoing operational costs for the running of the vehicle removal operation will form part of the existing parking enforcement operations contract currently held by NSL Services. Projected operational costs, provided by NSL based on existing operations managed by them elsewhere in London, are in the region of £250,000 per year. Budgetary forecasts indicate that the cost of these operations will be covered by the fees paid to recover the vehicles, so will be self financing.

8.3 Social Value

8.3.1 The Public Services (Social Value) Act 2013 requires people who commission public services to think about how they can also secure wider social, economic and environmental benefits. This report does not relate to the procurement of services contracts.

8.4 Legal and Constitutional References

8.4.1 The Council's Constitution (Article 7, Article 7 – Committees, Forums, Working Groups and Partnerships) sets out the responsibilities of all Committees. The Environment Committee is responsible for all borough-wide or cross constituency matters relating to the street scene including, parking, road safety, lighting, street cleaning, transport, waste, waterways, refuse, recycling, allotments, parks, trees, crematoria and mortuary, trading standards and environmental health. It also has responsibility to recommend for approval fees and charges for those areas under the remit of the Committee.

8.4.2 Further to provisions in the Road Traffic Regulation Act 1984, the council can designate parking spaces on and off the highway and can regulate their use through conditions and charges.

8.4.3 Case law has confirmed that the Road Traffic Regulation Act 1984 is not a taxing statute and does not permit authorities to charge residents for parking with a view to raising a surplus on its Special Parking Account.

8.4.4 In using the powers under the Road Traffic Regulation Act 1984, the authority has a duty, amongst other considerations, to secure the expeditious, convenient and safe movement of vehicular and other traffic and the provision of suitable and adequate parking facilities both on and off the highway. This is pursuant to section 122 of the Road Traffic Regulation Act 1984 and includes having regard to matters including the national air quality strategy.

8.4.5 Pursuant to section 87 of the Traffic Management Act 2004, the Secretary of State has produced statutory guidance that local authorities must have regard to in connection with the exercise of their functions relating to civil enforcement of traffic contraventions.

8.5 Risk Management

8.5.1 The Council has an established approach to risk management, which is set out in the Risk Management Framework. Risks are reviewed quarterly (as a minimum) and any high-level risks will be reported to the relevant Theme Committee and Policy and Resources Committee.

8.5.2 In accordance with this framework, parking service and project risks are regularly reviewed at service level and reported to Directors as part of the risk review process. Risks for individual initiatives and action have been gathered, monitored and reported as part of the Council's risk management framework.

8.6 Equalities and Diversity

8.6.1 Section 149 of the 2010 Equality Act outlines the provisions of the Public Sector Equality Duty which requires Public Bodies to have due regard to the need to:

- eliminate discrimination, harassment, victimisation and any other conduct prohibited by the Act
- advance equality of opportunity between people who share a relevant protected characteristic and persons who do not
- foster good relations between people who share a relevant protected characteristic and persons who do not

8.6.2 Having due regards means the need to (a) remove or minimise disadvantage suffered by persons who share a relevant protected characteristic that are connected to that characteristic (b) take steps to meet the needs of persons who share a relevant protected characteristic that are different from the needs of people who do not share it, (c) encourage persons who share a relevant protected characteristic to

participate in public life in any other activity in which participation by such persons is disproportionately low.

- 8.6.3 The relevant protected characteristics are age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation.
- 8.6.4 An equality impact screening has been undertaken in respect of the proposals contained within this report.
- 8.6.5 The overall equalities impact of the vehicle removals operation is assessed as neutral. Those vehicles which are proposed to be prioritised for removal are those which are causing obstruction which is likely to be of most inconvenience and potential harm to protected characteristic groups.
- 8.6.6 The parking tariff proposals are adjustments to existing parking controls, which at the time of implementation were subject to equality impact assessment.
- 8.6.7 A key objective of the tariff proposals in respect of resident and business permits is to improve air quality for all. It is recognised that poor air quality adversely impacts on vulnerable people in particular. Not taking action to adjust existing tariffs and seek to improve air quality in the borough would have a harmful impact upon the very young, the elderly and disabled, and pregnant and nursing mothers.
- 8.6.8 On street parking tariff proposals are an adjustment of existing tariffs, in support of traffic management objectives, and in so doing reduce occurrences of illegal, dangerous and obstructive parking which could have a more significant impact upon the elderly and disabled. In addition the proposals aim to reduce congestion and encourage turnover, creating greater parking space availability closer to amenities, all of which would be to the benefit of these groups.
- 8.6.9 Although it is recognised that tariff increases would have a greater financial impact upon low income groups, it is proposed to support car sharing or those with large families through discounting permit prices for larger passenger vehicles (those with 7 seats or more). Parking tariffs are not means tested in terms of income, however the proposals for permits are linked to DVLA tax bandings and seek to place a heavier cost burden on more powerful, heavily emitting vehicles which cause the most damage to the environment.
- 8.6.10 In addition, it should be noted that existing concessionary travel schemes offer free public transport to older people and the disabled through the Freedom Pass scheme.

8.6.11 Individuals who qualify for a Blue Badge may park for free within paid for parking bays as outlined within the Blue Badge parking guidance published on the Council's website. Those qualifying for a disabled bay receive a parking permit at no cost and so are exempted from resident parking permit charges.

8.6.12 Reviewing the proposals as a whole, whilst some protected groups may be impacted there are mitigating factors in support of making the proposed changes. Taking into consideration these factors, it is considered that the overall equalities impact of the tariff proposals is neutral.

8.7 Corporate Parenting

8.7.1 In line with Children and Social Work Act 2017, the council has a duty to consider Corporate Parenting Principles in decision-making across the council. There are no Corporate Parenting implications in these proposals.

8.8 Consultation and Engagement

8.8.1 Consultation in respect of those areas of the parking tariff proposals which will see an adjustment to the TMO will be carried out in accordance with the statutory process for traffic management order amendments where required. The changes to on and off street tariffs, being a revision of existing charging structures, will not follow this process but will be made by a Notice of Variation.

8.8.2 Information and communication in respect of the vehicle removal proposals will be as outlined in paragraph 4.16.

8.9 Insight

8.9.1 No specific insight has been undertaken in order to inform the decision. Data and Statistics contained within the report have been sought from a number of existing reports or data sources.

9. BACKGROUND PAPERS

9.1 None