



## Environment & Climate Change Committee

9 June 2022

<b>Title</b>	<b>Review of Elected Member Parking Permit Arrangements</b>
<b>Report of</b>	Chair of the Environment & Climate Change Committee
<b>Wards</b>	All
<b>Status</b>	Public
<b>Urgent</b>	No
<b>Key</b>	Yes
<b>Enclosures</b>	
<b>Officer Contact Details</b>	Craig Miller – Director Street Scene <a href="mailto:craig.miller@barnet.gov.uk">craig.miller@barnet.gov.uk</a> Phillip Hoare – Assistant Director Parking <a href="mailto:phillip.hoare@Barnet.gov.uk">phillip.hoare@Barnet.gov.uk</a>

### Summary

This report requests that the Committee approves the cessation of Elected Barnet Ward Councillors, GLA Members and Members of Parliament (referred to as Elected Members from herein) entitlement to a free borough wide parking permit and authorises the creation of a new Ward Councillor Parking Permit (WCPP).

The new paid-for permit and parameters for its issue are proposed following a review of the existing model as requested by the new administration. The WCPP will allow Ward Councillors to park in resident permit holders' parking places within the ward/constituency they represent whilst undertaking council business only.

## Officers Recommendations

### That the Committee:

1. Removes Elected Members' entitlement to a free borough-wide parking permit.
2. Authorises the creation of a new Ward Councillor Parking Permit (WCPP) allowing Ward Councillors to park in places designated for the use of resident permit holders in the ward they represent.
3. Agrees the following issuance/use parameters for a WCPP:
  - a. Valid for parking places in all Controlled Parking Zones (CPZs) which lie wholly or partly in the ward/constituency, including any new or amended CPZs introduced while the permit is in operation
  - b. Valid only in parking places where a resident permit for the applicable zone would be valid
  - c. Chargeable at the prevailing rate for residents' permits (the current charging structure and pricing is set out in Table A)
  - d. Valid for use only while on Council business
  - e. Not valid in locations designated exclusively as payment parking places,
  - f. Only one permit available per Ward Councillor and only one vehicle per permit.
4. Notes that Ward Councillors who live in a CPZ in the ward they represent will need to buy a residents' permit(s) for personal use in addition to the WCPP if they wish to use resident parking other than when conducting council business.
5. Authorises the Director of Street Scene to take any necessary steps to implement and communicate the new arrangements including the publication of a Traffic Management Order and grants the authority to consider and address any objections arising from the statutory consultation for that order.

### 1. WHY THIS REPORT IS NEEDED

- 1.1. Members parking permit arrangements for the London Borough of Barnet (LBB) have been reviewed at the request of the new Council administration elected in May 2022. The central premise of the request is that only Ward Councillors are allocated permits that cover Controlled Parking Zones (CPZs) that are partially or wholly within their wards and that payment is made which is equivalent to the charge for a residents parking permit for this facility. The permit is to be available only for use in those bays which could also be used by resident parking permit holders.
- 1.2. The changes will see a removal of the ability to park borough-wide and to park in 'casual' paid parking facilities such as car parks and on street 'pay and display' type bays. Where those facilities are jointly available to users of residents permits and for casual parking the new permit will still allow access as it mirrors the arrangements for residents.
- 1.3. This change will also withdraw and not replace the permits that are presently available for Greater London Authority members and UK parliamentary members within the London Borough of Barnet.

- 1.4. The use of the resident permit charging structure allows these permits to be brought into line with the air quality and climate change ambitions of the existing resident permit charging scheme. Due to the very niche nature of these permits, no modelling has been undertaken to ascertain the impact of this change on traffic flow or air quality.
- 1.5. The permit is for Ward Councillor use only whilst undertaking ward business. Therefore, members who are also residing in a CPZ and require a permit to use resident permit parking provision within that zone must also purchase a permit themselves. The issuing of a WCPP will not be counted towards the number of permits per household where there is a limitation to that number or where there is an escalating charge on that basis.
- 1.6. The provision of the permits at one flat rate for use in multiple CPZs (where multiple CPZs are found within the ward) arises because ward and controlled parking zone boundaries are not aligned. This ensures that all Ward Councillors to whom the charge would apply only pay one charge, with variation only to reflect the emissions of the vehicle.
- 1.7. The provision for 7-seater vehicles to have a discount is not applied as that provision reflects the use of the vehicle by multiple individuals simultaneously, seeing fewer vehicle journeys as a result. The proposal assumes that constituency work typically does not usually result in a vehicle being fully occupied.
- 1.8. To enable the change to take place a Traffic Management Order (TMO) will be published and the existing provisions for member permits contained within present orders extinguished. The Committee is requested to delegate the authority to the Director of Street Scene to publish a Traffic Management Order, consider and address any objections received as a result of the statutory consultation process for that order.
- 1.9. Until that order comes into effect, existing style member permits may continue to be issued under the provisions of the existing permit arrangements. This would include the provisions to park in the more generous provisions Borough-wide and without payment. The Committee invites all Elected Members to abide by the spirit of the new arrangements until the formal traffic management order is put in place. The new TMO will include provision to revoke existing permits issued to new or returning elected members applying in 2022 and those already issued to MPs elected at previous elections.
- 1.10. Arrangements for the payment of the permit will be determined and laid out by the Director of Street Scene, however, it is expected that charges are applied annually based on the vehicle applied for, change of vehicles can occur but where that triggers a change to vehicle category resulting in an increase in cost greater than £10 the difference would be payable. A reduction in the permit charge applicable will not be refunded and the change would be reflected in the amount payable at the next renewal only.

Table A – current resident permit prices:

Band	CO2 g/km emissions	Engine size (cc) equivalent*	Annual price for first permit at an address	
			Non-diesel	Diesel
1	0		£15.00	£25.00
2	1 to 50		£25.00	£35.00
3	51 to 75		£25.00	£35.00
4	76 to 90		£50.00	£60.00
5	91 to 100	up to 1000cc	£50.00	£60.00
6	101 to 110	1000cc to 1099cc	£50.00	£60.00
7	111 to 130	1100cc to 1200cc	£65.55	£75.55
8	131 to 150	1201cc to 1300cc	£71.25	£81.25
9	151 to 170	1301cc to 1549cc	£85.50	£95.50
10	171 to 190	1550cc to 1800cc	£99.75	£109.75
11	191 to 200	1801cc to 1900cc	£114.00	£124.00
12	201 to 225	1901cc to 2449cc	£142.50	£152.50
13	226 to 255	Over 2450cc	£171.00	£181.00
14	256 and over		£182.25	£192.25

## 2. REASONS FOR RECOMMENDATIONS

- 2.1. To allow the changes for Members' permits to reduce their scope to resident permit parking provision within their wards only and to apply charges to reflect those a resident would be paying.

## 3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1. Consideration was given to a more sophisticated scheme which would have involved the use of alternative codes within the Council's cashless parking system. This was discounted as this would have seen a very complicated arrangement which may have been prone to error and have had the potential to involve considerable set up costs.

- 3.2. Continuation of the present permit arrangements or adjustments to these was not considered to allow a sustainable permit system aligned to administration ambitions.

#### **4. POST DECISION IMPLEMENTATION**

- 4.1. A traffic management order will be drafted and published and any objections arising will be considered under normal processes. This is expected to see the decision implementable around four months after the committee's decision. Notice will be given to all members of the new arrangements.

#### **5. IMPLICATIONS OF DECISION**

##### **Corporate Priorities and Performance**

- 5.1. The proposal is aligned to the Council's corporate priorities, particularly around robust financial management (Clean Safe and Well Run) and the adopted long term transport strategy. The limited number of permits issuable means that its impact in terms of delivery of these will be hard to measure, however, in terms of leadership and direction setting it provides more impact.

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

- 5.2. There are not anticipated to be any budgetary impacts of the change. It is not known what level of uptake there will be for the new permit. However, it is not expected that there will be a significant income source from this and that operational costs will be covered as a result of any income received.
- 5.3. One off cost of up to £5k to draft and publish a TMO – (opportunity to place with another traffic order amendment will be sought).
- 5.4. Ongoing costs – limited application processing costs, covered by fees charged to member.

##### **Legal and Constitutional References**

- 5.5. A change to the Councils Traffic Management Orders (The Barnet (Charged-For Parking Places) Consolidation Order 2014) will be required to modify the scheme.
- 5.6. Included in the Terms of Reference for the Committee in Article 7 of Barnet's Constitution are:

- Responsibility for all borough-wide or cross-area matters relating to the street scene including, parking, road safety, lighting, street cleaning, littering, fly-tipping, flyposting, graffiti, transport, waste, waterways, refuse, recycling, allotments, parks, trees, crematoria and mortuary, trading standards and environmental health.

### **Insight**

- 5.7.** As of 1 May 2022, there were 25 member permits held by ward members and two by members of parliament. No member permits were held by members of the London Assembly.

### **Social Value**

- 5.8.** No impact.

### **Risk Management**

- 5.9.** The proposed arrangement will ensure the use of Ward Member parking permits are aligned and commensurate to the expected activity and workload of an elected member.

### **Equalities and Diversity**

- 5.10.** The Equality Act 2010 outlines the provisions of the Public Sector Equalities Duty which requires Public Bodies to have due regard to the need to:
- a. Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Equality Act 2010.
  - b. Advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it.
  - c. Foster good relations between persons who share a relevant protected characteristic and persons who do not share it.
- 5.11.** Relevant protected characteristics are age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex, sexual orientation.
- 5.12.** The broad purpose of this duty is to integrate considerations of equality into day-to-day business and keep them under review in decision making, the design policies and the delivery of services.

### **Corporate Parenting**

- 5.13.** Not applicable in the context of this report.

## **Consultation and Engagement**

**5.14.** The statutory consultation for a Traffic Management Order will be undertaken.

## **Environmental Impact**

**5.15.** There is expected to be a modest improvement in the impact on emissions and air quality as a result of applying charges to permits linked to their emissions and the reduction in scope of their use.

## **6. BACKGROUND PAPERS**

None.