

 <p>Brent</p>	<p style="text-align: center;">Cabinet 24 October 2016</p> <p style="text-align: center;">Report from the Strategic Director, Regeneration and Environment</p>
<p style="text-align: right;">Ward Affected: All</p>	
<p>Visitor Permit Charging</p>	

1.0 Purpose of Report

- 1.1 This report summarises the outcome of the formal consultation on the proposed change to the structure of visitor parking permits in Brent, and the associated price increases for stays of more than two hours. This follows Cabinet agreement on 27 June 2016: to proceed to formal consultation on these changes, informed by the results of extensive informal consultation; and to a coherent set of linked proposals for reform.
- 1.2 The report also notifies Cabinet of the contents of an online public petition relating to this issue (see paragraph 6.11) which has received 312 signatures.
- 1.3 Cabinet is recommended to proceed to implementation of the proposals to revise the visitor parking pricing scheme as set out in this report.

2.0 Recommendations

That Cabinet agrees to:

- 2.1 Note the petition referred to in paragraph 6.11 of this report.
- 2.2 Introduce new visitor parking charges in all Controlled Parking Zone (CPZ) areas, with a £1.50 charge for up to 2 hours, a £3 charge for up to 4 hours, and a £4.50 charge for 'all-day' visitor parking of more than 4 hours; and
- 2.3 Implement the charging structure and price changes, including amendment of the relevant Traffic Management Orders, to be effective from 08th November 2016 or a later date to be set by the Strategic Director for Regeneration and Environment in consultation with the Lead Member for Environment.

3.0 Background and Development

- 3.1 The Council regulates and charges for on-street parking to manage demand from residents, businesses and visitors, assist the smooth flow of traffic, and reduce the number of vehicle trips, particularly at peak times. The Parking Strategy sets the context in which on-street parking policies and charges are made, this supports the council's aims of encouraging the uptake of sustainable travel options, reducing air pollution, and reducing the number of people killed and injured on the borough's roads.
- 3.2 The Parking Strategy states that charges should be reviewed regularly to ensure that they are consistent with charges made in other boroughs. The strategy also states that the '*Council will progressively develop a parking and CPZ permit charge structure that reflects balanced transport policies and overarching environmental aims and objectives*'. In September 2012, the Council's Executive adopted a pricing principle which was that '*No charge should be made that undermines policy objectives*'. A key objective in increasing visitor parking charging is to encourage the use of more sustainable modes of transport, such as public transport, cycling and walking.
- 3.3 The proposal to increase visitor parking charges to better manage demand was endorsed by Cabinet in the December 2014 budget report. The report confirmed that the price of visitor parking was markedly cheaper in Brent compared to neighbouring boroughs; and that an increase in the tariff would help to control excessive levels of demand.
- 3.4 Demand for parking in Brent is very high, especially within Controlled Parking Zones (CPZs). Over time the Council has introduced a number of measures to control the demand for kerb space. On-street parking in the south-eastern part of the borough, and some areas of the south-west of the borough around Wembley, is managed through Controlled Parking Zones. These areas are more densely developed compared to the northern part of the borough, and have better public transport links. The south-eastern part is well served by Jubilee line and Overground stations in zones 2 and 3, whilst the south-western part is well served by stations on the Jubilee/Metropolitan, Bakerloo and Piccadilly lines, and on the National Rail network [Wembley Stadium, Sudbury and Harrow Road].
- 3.5 At its meeting on 16 November 2015, Cabinet was asked to agree a set of options for changes to Brent's visitor parking pricing scheme. The proposals were intended to improve the management of parking demand within the borough's CPZs, to enable more realistic choices to be made by visitors when considering the options of driving or using more sustainable modes of travel, and to ensure that charges stand comparison with those in adjoining boroughs.
- 3.6 Following the November 2015 report, which focused mainly on visitor parking charges, the March 2016 Cabinet report proposed that the council take a more holistic look at on-street parking. These included a number of proposed changes to the council's wider policies and charging regimes for on-street parking. Cabinet agreed at its meeting on 14 March 2016 to undertake a borough-wide consultation on a series of changes to the way in which the council manages, and charges for, on-street parking in CPZs. The report proposed a number of changes to both policy and charges. Cabinet agreed to consider these potential changes after consultation with residents.

- 3.7 The borough wide consultation started on 13th April 2016 and closed on 10th May 2016. Over 3,300 questionnaire responses were received directly from over 25,000 parking account holders invited to participate; a response rate of 13%. The results of the consultation were considered and a set of firm recommendations on the proposals were agreed by Cabinet at its meeting on 27th June 2016.
- 3.8 As had been anticipated, respondents to the 'informal' consultation expressed a majority view against increasing the price of visitor permits, although over a quarter did favour the increase (67% opposed; 26% in favour). At focus group discussions, concerns were expressed about the imbalance between the supply of parking spaces in the borough and the current demand amongst residents and visitors. It was felt this should be a priority for the Council to address. When taken together, the quantitative and qualitative results of the informal consultation painted a mixed picture, although the level of opposition to the proposed price changes was less than expected.
- 3.9 This report summarises the outcome of the statutory consultation to Cabinet. It also advises Cabinet of a petition that has been received, although this does not form part of the responses to the statutory consultation.
- 3.10 The 28-day statutory consultation period was held from 28th July to 25th August 2016. The consultation focused on the proposed new structure for visitor parking permits and associated price changes. This means:
- Introducing a new 2 hour visitor permit priced at £1.50; freezing this price at the current rate
 - Introducing a new 4 hour visitor permit priced at £3.00
 - Increasing the price of an all-day visitor permit to £4.50

Cabinet also agreed on 27th June 2016 to a linked increase in the price of the Visitor Household permit to £163.00 (for 12 months, with lower priced options for 6 and 3 months). Implementation of the increase is under way (see Section 4 below).

4.0 Visitor Household Permits

- 4.1 The council currently offers a Visitor Household permit to residents. This is a paper permit which displays the name of the resident's street. It allows visitors to park in any resident or shared use bay, but only in the named street (or part of the street) within the Controlled Parking Zone shown on the permit. The permit may be displayed on any vehicle, regardless of engine size or ownership. Each household may only hold one Visitor Household permit, which is currently priced at £110. Almost 4,000 Visitor Household permits are in use, with the associated income making a substantial contribution to the cost of managing and enforcing Controlled Parking Zones.
- 4.2 On 27th June 2016, Cabinet agreed to (i) rescind the previous decision to withdraw the Visitor Household Permit; and (ii) increase the cost of the Visitor Household permit to better align it with the cost of resident permits. This would also ensure a consistent approach is taken with the new price structure for individual visitor permits, seeking to manage the demand for parking spaces by visitors. In order to avoid the risk of disproportionately affecting those CPZ residents who receive care, the increase in price of Visitor Household permits would be less than the increase in price of daily visitor permits. Cabinet agreed that the annual cost of a Visitor

Household permit would increase, from the level set: £108 in 2013; £109 in 2014; £110 in 2015; to £163 in 2016/17. The £163 charge is the same as the highest cost resident permit for vehicles in the proposed Standard emissions band. This is a lower level of price increase than that applied to individual visitor permit bookings for visits of more than 2 hours. Implementation of this decision is under way.

- 4.3 To align the scheme with resident permits, future annual inflation adjustments to the price of this permit will be made on 1st April each year, to ensure the cost continues to be identical to that for a third Resident's permit for vehicles in the new 'Standard' carbon emission charge band.

5.0 Visitor Parking Pricing Scheme

- 5.1 Daily visitor parking permits allow residents who live in Controlled Parking Zones to receive visitors during a Zone's operational hours; there is no limit on the numbers which can be purchased. Daily visitor parking permits are currently priced at £1.50 per day. This price has not increased since 2013 when virtual permits replaced the former scratch card system.
- 5.2 Residents can book a parking session for their visitor online, over the telephone or by text message, providing they have a parking account. In 2014/15 residents booked just over 411,000 visitor parking sessions; in 2015/16 bookings increased to more than 451,000.
- 5.3 A proposal to increase daily visitor parking charges to better manage demand was endorsed by Cabinet in the December 2014 budget report; the report demonstrated that the price of visitor parking was markedly cheaper in Brent compared to neighbouring boroughs; and that an increase in the tariff would help control levels of demand.
- 5.4 In November 2015, Members received a detailed report on visitor parking charges. Cabinet took a decision to link the cost of visitor parking to the cost of public transport to encourage people to consider swapping to more sustainable modes of transport. The cheapest return fare on public transport is £3; and the capped cost of bus fares for a single day is £4.50. Cabinet also agreed to a single pricing structure borough-wide to ensure fair pricing for less well-off residents living in high demand areas. A full analysis of the relevant issues taken into account in arriving at these decisions was contained within the 16th November 2015, 14th March 2016 and 27th June 2016 Cabinet reports.
- 5.5 These proposals were further refined in the 14th March 2016 Cabinet report. The report made a revised proposal to retain the current £1.50 charge for visitor parking permits of up to 2 hours duration. This would freeze the cost for short term visitors at the current rate, with the aim of encouraging a reduction in the amount of time vehicles are parked on-street. Additional 2 hour bookings could be made to extend a visitor parking stay, but for any stays of more than 4 hours duration a single payment of £4.50 for an all-day permit would offer better value.
- 5.6 The council's Parking Strategy states that charges should be reviewed regularly to ensure that they are consistent with charges made in other boroughs. Brent's CPZs are located in two distinct parts of the borough. The majority are in the south east of the borough, which borders Westminster, Kensington & Chelsea, Hammersmith & Fulham, Camden, Ealing and Barnet. The remainder are largely in the south west of Brent, closer to Ealing than any other borough.

- 5.7 Cabinet has previously sought to align charges in Brent close to the level set by its outer London partner authorities, LB Ealing and LB Hounslow, rather than the high charges common in inner London. Cabinet has also taken the view that pressures on parking demand in Brent's CPZs are significantly more intense than in outer boroughs on the edge of London, such as Harrow and Barnet.
- 5.8 The table below sets out the prices of daily visitor parking permits in all neighbouring boroughs, alongside current proposals for Brent. The most expensive charging regimes are at the head of the table; least expensive at the foot.

Borough	Products Offered	2 Hours	4 Hours	All Day
Westminster	Pay and Display only. 4 hour max stay*	£3.40- £9.80	£6.80- £19.60	N/A
Kensington & Chelsea	Pay and Display only. 4 hour max stay*	£2.40- £9.20	£4.80- £18.40	N/A
Hammersmith & Fulham	Hourly charge	£3.60	£7.20	£14.40**
Camden	Hourly charge, with all day cap	£1.92	£3.84	£6.49
Hounslow	Hourly charge	£1.50	£3.00	£6.00**
Brent (proposed)	2 hour, 4 hour and all day	£1.50	£3.00	£4.50
Ealing	Hourly charge, with all day cap	£1.20	£2.40	£4.50
Harrow	All day	£1.69	£1.69	£1.69
Brent (current)	All day	£1.50	£1.50	£1.50
Barnet	All day	£1.00	£1.00	£1.00

* Max stay limits vary across these boroughs

** Do not offer an all-day visitor permit. Price is based on the cheapest cost of an 8 hour booking

6.0 Consultation

- 6.1 Results of the first stage ‘informal’ consultation were reported to Members in the 27th June cabinet report. As had been anticipated, consultation respondents expressed a majority view against increasing the price of visitor permits, although over a quarter did favour the increase (67% opposed; 26% in favour). A total of 3,319 responses were received. Cabinet considered these responses, the associated feedback on the proposed price changes, and the wide-ranging qualitative feedback. Cabinet then agreed the recommendation: *“To proceed to formal consultation on a Traffic Management Order, under the Road Traffic Regulation Act 1984, introducing new visitor parking charges in CPZ areas, with a £1.50 charge for up to 2 hours, a £3 charge for up to 4 hours, and a £4.50 charge for ‘all-day’ visitor parking of more than 4 hours”*.

Formal Consultation

- 6.2 The 28 day statutory consultation was conducted from 28th July to 25th August 2016. A questionnaire entitled *“Visitor parking consultation”* was launched on the council’s Brent Connects Consultation Portal. The consultation documents were distributed to ward councillors and statutory authorities, including the emergency services, and the notices were advertised in the local papers and the London Gazette.
- 6.3 The table below shows the response to the online questionnaire as part of the consultation.

Do you agree to the proposed changes to visitor parking?

Total Responses	In favour of proposed price increases	Opposed to proposed price increases	Undecided
260	10	248	2

- 6.4 The completion of 260 questionnaires represents a much smaller response rate than the 3,319 respondents who completed questionnaires during the first stage consultation. Of the total number of respondents, 220 identified the Brent Controlled Parking Zone in which they lived, 7 lived outside of a CPZ, 31 indicated they were not sure which CPZ they lived in and 2 did not provide a response.
- 6.5 Respondents did not comment on the new structure of visitor parking permits per se. Instead comments focused on the proposed higher charge rates for visits of more than 2 hours. As expected, permit account holders generally did not support the proposed price increases. The questionnaire provided a free text box and the respondents comments have been captured and categorised below into ten response types based on similarities in the comments made.

Respondents opposed to the price increase (see 6.6 below)	66
Respondents opposed to the price increase citing potential impact on other households (see 6.6 below)	69
Respondents identified as elderly or disabled people opposed to the price increase (see Section 10 and Appendix)	11
Respondents identified as elderly or disabled people opposed to the price increase citing incorrect prices (see 6.8, Section 10 and Appendix)	22
Respondents opposed to the price increase citing restrictions within their CPZ and requesting a review of the CPZ (see 6.9 below)	14
Respondents opposed to the price increase who did not feel the Council's policy objectives would be met (see 7.1 and 7.2 below)	28
Opposed for miscellaneous reasons	22
Opposed with no comments	16
Respondents in favour of the new structure and price increase	10
Undecided	2

6.6 Affordability

In respect of affordability, the proposed pricing structure is very close to that in place in Hounslow and Ealing which have similar populations of car owners to Brent. The proposed charges are significantly less than those in the four neighbouring inner boroughs included in the benchmarking analysis. Many less well-off households and their visitors do not own cars, and are therefore less likely to pay visitor parking charges. The charges proposed are directly linked to the equivalent public transport fares which non-car owners would expect to pay: the £3 cost of a return bus fare; and the £4.50 charge for an all-day bus pass. In addition, for residents receiving regular visitors at least once per week, the Visitor Household Permit (costing £163 for a full year) offers a potentially much better value alternative than the use of daily visitor permit bookings. Finally, a recent study has suggested that households in London typically incur costs of about £3,000 to £3,500 p.a. for each car they own; parking charges of £1.50 to £4.50 per day should be seen in that context.

6.7 Impact on elderly and disabled people

These issues are addressed in detail in section 11 below and in the Appendix.

6.8 Scrutiny of the comments made has shown that there remains significant confusion about the new pricing structure. A number of respondents mistakenly believed that the £4.50 charge applied to all visits, whereas in fact this cost would only be incurred for visits of more than four hours. Opposition to the proposals is therefore overstated; in particular 22 of the 33 respondents citing the impact on elderly and disabled people as their reason for opposing the price increase misunderstood the proposed charge structure. In most cases cited, residents' care or support visit could still be covered by a 2 hour visitor permit at a cost of £1.50 – the same as the current rate. If visits are regular (at least once per week) then the purchase of

a Visitor Household Permit (£163 for a full year) could represent better value than purchasing individual visitor permits at £4.50 per day

6.9 Respondents requesting a CPZ review

14 respondents indicated that the detailed design of their own CPZ was the key issue in influencing their opposition to the proposals. It is intended that these concerns will be directly addressed in the forthcoming programme of CPZ reviews. Officers are preparing proposals to undertake these reviews as a planned and fully funded programme which will be recommended to Cabinet.

- 6.10 Ten respondents were in favour of the introduction of a new price structure and associated price increase for stays of longer than 2 hours. Of these 10 respondents, 9 lived within a CPZ. Whilst 2 respondents provided no additional comments, 4 respondents stated explicitly that £1.50 was too cheap.

Online Petition relating to the price increase

- 6.11 An online petition was submitted via the council's website. This e-petition reads "We the undersigned petition the council to re-consider the public consultation results against the increase in parking charges. The council has decided to increase visitor parking charges, some by 200% despite public consultation against it." 312 people had signed this e-petition by the closing date. The petition was active from 01 July 2016 and ended on 11 September 2016. The petition does not form part of the statutory consultation process but Cabinet is recommended to note the petition when considering the recommendations in this report. The relevant considerations are set out in paragraphs 6.6 to 6.10 above, sections 7 and 10 and the Appendix.

7.0 Permits and Prices – Policy Objectives and Conclusions

- 7.1 In line with the council's previously agreed policy position, strong weight does need to be given to the traffic management, carbon reduction and public health (air pollution) considerations. In light of: the mixed feedback received across both consultation exercises; the continued growth in visitor parking bookings; and the Cabinet decision to retain the Visitor Household permit; there continues to be a pressing need to tackle the severe pressure on demand for parking space in the borough.
- 7.2 The low cost of visitor parking contributes to the high demand for parking space in Brent. People choose to drive instead of using more sustainable alternatives. Feedback from residents and focus groups during the informal consultation stage highlighted that there is continued overcrowding in many of the roads in Controlled Parking Zones, making it harder for residents and their genuine visitors to park. Statistics show that visitor parking bookings are particularly high in the south eastern part of the borough, close to the borders of several other London boroughs. Evidence also suggests that some households within Brent are using daily visitor permits to book parking on behalf of commuters. We believe the low cost of visitor parking in Brent encourages this abuse, which is unfair to residents and their genuine visitors who may then struggle to find a parking space. It also contributes to local traffic congestion, increased carbon emissions and air pollution.
- 7.3 Having considered the stakeholder feedback following the consultation process, it is recommended that the council proceeds with the changes to the structure of

visitor permits and pricing agreed by Cabinet in the report of 27 June 2016. The rationale for proceeding with the price increase, with the objective of managing demand for parking spaces within the borough, is set out in full detail in the previous reports to Cabinet (Appendices A to C). Officers have concluded that these arguments remain valid.

Daily Visitor Permits

- 7.4 It is proposed that the change in pricing structure for visitor permits be confirmed effective from 08th November 2016 or a later date to be set by the Strategic Director for Regeneration and Environment. This will provide residents the option of purchasing daily visitor vouchers at £1.50 for up to 2 hours, £3.00 for 4 hours and £4.50 for a booking of greater than 4 hours.
- 7.5 On the same date the price of Visitor Household permits would increase, available in the options of £163 for a 12 month permit, £99 for 6 months, or £66 for 3 months, as agreed by Cabinet on 27th June 2016.

8.0 Financial Implications

Visitor Parking Pricing Scheme - Financial Implications

- 8.1 The table below forecasts the total income which would be generated by agreeing the pricing structure set out in this paper. The forecast assumes a baseline level of demand derived from the 2015 calendar year, and an overall reduction in demand.

Option Description	Product Split	Transaction Volumes	Forecast Income	Increase
Current: £1.50 All day	N/A	451,119	£676,679	-
Proposed: £4.50/£3.00/£1.50 for: All day 4 Hours 2 hours; with associated demand reductions	40% 30% 30%	451,119	£1,309,188	£632,509

For budget planning purposes, the estimated increase in net visitor parking income is £632k p.a. as shown in the table above. It is anticipated that the proposed price increase for Visitor Household permits (see section 4) would increase income by an estimated additional £218k. In total therefore net income could be expected to increase by £850k p.a. This is a shortfall of £45k compared to the income anticipated in the December 2014 Budget report. However, this shortfall could be closed by 2017/18 through efficiency savings and additional enforcement income. No change would therefore be required to budget planning assumptions from 2017/18 onwards.

- 8.2 If the target date for implementation of 08th November 2016 is met, the estimated additional income would be limited to £325k in 2016/17, resulting in a budget pressure of £570k from the total income of £895k from charge increases assumed in the December 2014 budget report. The budget pressure will need to be managed and closely monitored.
- 8.3 The financial forecast does not factor in the possibility of customers stockpiling the current all day £1.50 permit prior to the price increase taking effect. This would

have the effect of increasing visitor parking sales in the immediate short term, but lead to a reduction in sales in the following period. Action will be taken where possible to mitigate the impact of stockpiling, however.

- 8.4 Charges for parking are designed to help regulate demand for the limited spaces available and to improve the flow of traffic in the borough. As in many other areas of local authorities' activities, an estimate of the financial impact of changes in pricing policy - in this case an increase in the income likely to be raised – needs to be made, in order to ensure that the budget reflects the requirement to use such income to fund matters which are listed and set out in section 55(4) of the Road Traffic Regulation Act 1984.
- 8.5 Brent invests considerably more in funding such costs than the total income that it raises from parking charges. In 2015/16, the £10.119m surplus on the parking account was used to cover the revenue cost of the Transportation service (£2.291m) and make a contribution of £7.828m to the cost of concessionary fares. The surplus generated does not cover the full expenditure that the Council incurred in 2015/16 on concessionary fares. The total cost to the council for offering this service to its residents is £16,091m.

Visitor Household Permits - Financial Implications

- 8.6 For budget planning purposes, an increase in the Visitor Household permit from £110 p.a. to £163 p.a. could be expected to result in an increase in income of £218k by 2017/18.

9.0 Legal Implications

- 9.1 Under section 45 of the Road Traffic Regulation Act 1984 (RTRA 1984), a local authority has powers to designate parking places on the highway, to charge for use of them, and to issue parking permits for a charge.
- 9.2 Section 55 of the RTRA 1984 makes provision for the monies raised under section 45 of the RTRA 1984, in that it provides for the creation of a ring-fenced account (the SPA – Special Parking Account) into which monies raised through the operation of parking places must be placed, and for the application of any surplus funds. Any surplus generated is appropriated into the Council's General Fund at the year end and can be spent on matters defined in section 55(4) of the RTRA 1984 Act (mainly transport and highways matters, which are listed in the Act).
- 9.3 Section 122 of the RTRA 1984 imposes a general duty on local authorities when exercising functions under the RTRA. It provides, insofar as is material, as follows:

"(1) It shall be the duty of every local authority upon whom functions are conferred by or under this Act, so to exercise the functions conferred on them by this Act as (so far as practicable having regard to the matters specified in subsection (2) below) to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway..."

(2) The matters referred to in subsection (1) above as being specified in this subsection are—

(a) the desirability of securing and maintaining reasonable access to premises;

(b) the effect on the amenities of any locality affected and (without prejudice to the generality of this paragraph) the importance of regulating and restricting the use of roads by heavy commercial vehicles, so as to preserve or improve the amenities of the areas through which the roads run;
(bb) the strategy prepared under section 80 of the Environment Act 1995 (national air quality strategy);
(c) the importance of facilitating the passage of public service vehicles;
(d) any other matters appearing to the local authority to be relevant”

- 9.4 Although the Mayor of London’s Transport Strategy has now superseded earlier Traffic Management and Parking Guidance (TMPG) for London, the boroughs continue to rely on the TMPG document as an authoritative interpretation of the legal framework. It advises:

“(2.23) The level of parking charges must be set for traffic management reasons, such as to ration available space and ensure that there is a rapid turnover of parking spaces, rather than to maximise revenue. This is because section 122 of the Road Traffic Regulation Act 1984 does not include the maximisation of revenue from parking charges as one of the relevant considerations to be taken into account in securing the safe, expeditious and convenient movement of traffic”.

- 9.5 This interpretation of the RTRA 1984, in the context of on-street charges, is widely accepted. Case law supports the view that the Act’s purpose is not revenue-raising and this is set out in the judgements in the cases of *R (on the application of Cran) v LB Camden [1995]* and *R (on the application of Attfield) v London Borough of Barnet [2013]*. The British Parking Association’s Parking Practice Notes “1 - Charging for Parking” (Revised August 2011) emphasises this point by quoting the Camden judgement, saying that the RTRA 1984:

“...is not a fiscal measure. It contains no provision which suggests that parliament intended to authorise a council to raise income by using its powers to designate parking places on the highway and to charge for their use”.

In the *Attfield v Barnet* case, the Court ruled that the RTRA 1984 did not authorise a local authority to use its powers to charge for parking in order to: raise surplus revenue for other transport purposes funded by the Council’s general fund; to defray other road transport expenditure; and reduce the need to raise income from other sources, such as fines, charges and council tax.

- 9.6 The revision to visitor parking charges does require the amendment of the existing Traffic Management Order (TMO) under the Road Traffic Regulation Act 1984.

10.0 Diversity Implications and Equalities Analysis

- 10.1 S149 of the Equality Act 2010 requires the Council to have due regard to the need to eliminate discrimination, and advance equality of opportunity and foster good relations between those who share a protected characteristic and those who do not. An Equalities Analysis relating to the issues considered in this report is attached as an Appendix.

- 10.2 As part of the consultation process, consultees were invited to complete an equalities monitoring questionnaire. Statistics on their equalities characteristics

were captured during the consultation process are contained in the tables below, followed by a table capturing responses to the questions of ‘*Do you regularly provide unpaid support caring for someone who is elderly, frail or disabled?*’ with a final table indicating the number of respondents based on the Controlled Parking Zone in which they live.

10.3 Monitoring questions relating to gender reassignment, pregnancy and maternity status, religious belief and sexual orientation were not asked, as these were not considered directly relevant to the implementation of an increase in visitor parking charges. Respondents were asked their gender but no specific equalities issues relating to gender have been identified.

10.4 The tables below set out detailed response rates. Given that disability and age were identified as potential equalities issues, the key findings were:

- 25% of respondents said they were 65 or over
- 9.5% of respondents said they had a disability
- 21% of respondents said they provided care or support

Age	Respondents	%age
16-24	4	1.52%
25-34	17	6.44%
35-44	45	17.62%
45-54	48	18.39%
55-64	56	22.22%
65-74	48	18.77%
75+	16	6.13%
Prefer not to say	26	9.95%

Disability	Respondents	%age
Yes	25	9.51%
No	202	77.95%
Prefer not to say	33	12.93%

Gender	Respondents	%age
Female	141	55%
Male	95	36%
Prefer not to say	24	09%

Providing unpaid care or support	Respondents	%age
Yes	55	20.99%
No	167	65.27%
Prefer not to say	38	14.4%

Controlled Parking Zone	Respondents
HA	4
HA/HW	7
HS	2
HW	14
HY	3
K	0
KB	7
KC	0
KD	13
KG	4
KH	2
KL	11
KM	0
KQ	10
KR	10
KS	8
MA	24
MK	4
MW	22
NC	0
NS	1
NT	3
QA	0
SA	1
SH	0
ST	1
W	1
Y	0
No Response	2

10.5 A detailed Equality Analysis of the proposals was previously undertaken and included in the 16th November 2015 report agreed by Cabinet. Cabinet was concerned to see whether there was any evidence that an increase in visitor parking charges could disproportionately affect those residents who live in CPZs and receive visitors who provide them with care or support. This may be particularly relevant to elderly residents, or those with disabilities. However two measures are in place which will provide significant mitigation against this impact: the Essential User Permit; and the Visitor Household permit. In addition, the retention of the existing £1.50 charge rate for visits of up to 2 hours provides further mitigation.

10.6 The Essential User Permit is issued by the Council to charitable and public sector organisations which provide essential services, including formal residential and community care to people who live or work in Controlled Parking Zones. Formal care is provided to people with critical or high needs relating to age or disability. Residents who receive visits from an Essential User Permit holder will be

unaffected by the proposal to increase visitor parking charges, in respect of their formal care visits.

- 10.7 In addition, the Visitor Household permit will continue to offer a significantly cheaper alternative to daily visitor permits for those residents who receive regular visitors to their property. At its meeting on 27th June 2016, Cabinet took an explicit decision to continue to offer the Visitor Household permit, a reversal of the decision taken during 2012/13 to discontinue this permit offer. A key factor in Cabinet's decision was the mitigating impact of the availability of the Visitor Household permit for elderly and disabled residents: *"Given the clear popularity of the current permit, and concerns regarding any alternative for people needing care and support, it is proposed that the existing Visitor Household permit should be retained. This would maximise its potential use to meet informal care and support needs, provide access to customers' households for business vehicles, and would appear to be the strong preference of residents within CPZs"*. Many holders of Visitor Household Permits choose this option because they receive regular informal care or support visits in relation to their age or disability. Residents who purchase this permit would be affected to a significantly lesser extent than other residents due to the proportionately lower increase in the cost of this permit (50%). This compares with the increases proposed for single visits of more than 2 hours (100% increase) or for single visits of more than 4 hours (200% increase). The purchase of the Visitor Household Permit by those residents who receive care or support visits means that they would not be disproportionately affected by the proposals to increase visitor parking charges. Furthermore, the Visitor Household Permit would become even better value than previously for householders receiving regular care or support visits; it is possible that demand for this Permit will increase, thereby further reducing the impact on these households of the price increases proposed for individual visitor permits.
- 10.8 In conclusion therefore, the proposals in this report are not considered to have a disproportionate impact on older or disabled residents. Substantive mitigating options are in place to protect these equality groups through the availability of the Essential User Permit and the Visitor Household Permit. In addition, given the high level of misunderstanding about the pricing structure (see paragraph 6.8 above), specific work will be undertaken to ensure that older people and disabled account holders are aware that short visits can still be booked for £1.50 rather than the full day cost of £4.50.

Background Papers

19th September 2012 Executive report – Parking service simplification and pricing
15th July 2013 Executive report – Statutory consultation on proposed changes to parking

tariffs, charges and permits

15th December 2014 Cabinet report – Budget 2015/16 and 2016/17

[16th November 2015 Cabinet report](#) – Visitor Parking Charges

[Cabinet 14th March](#) – On-Street Parking Service Offer and Charges in CPZs

[Cabinet 27th June](#) - On-Street Parking Service Offer and Charges in Controlled Parking Zones; Decisions Following Consultation

2015 Parking Strategy

2016 Long Term Transport Strategy

Appendix

Appendix A - Equalities Analysis on Visitor Price Structure

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