

## CABINET MEMBER DELEGATED DECISION 09 FEBRUARY 2022

**Report title:** Inflationary Increase to Parking Fees and Charges 2022/23

**Wards:** All

**Portfolio:** Cabinet Members for Sustainable Transport, Environment and Clean Air (job share):  
Councillors Dr Mahamed Hashi and Danny Adilypour

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### REPORT SUMMARY

This report details the inflationary increase to the parking charges, (Parking Permits, On-street and Pay By Phone), diesel surcharges and car park charges. The Mayor of London's Transport Strategy as provided by sections 142 and 144(1)(a) Greater London Authority Act 1999, emphasises the importance of reducing emissions and improving air quality.

The proposal is to increase fees and charges by 5% which allows the service to recover more of our costs for 2022/23 where permitted by statute and in the spirit of the principles set out in the Fees and Charges Policy.

Where possible Lambeth encourages a move away from private motor vehicle use and ownership and promotes the use of public transport, cycling and walking as sustainable and greener alternatives. Revising the parking charges as proposed in this report advances the traffic management purpose of managing kerb side demand and influencing car use, supports general accessibility to amenities and responds to overarching national, regional and local drivers to improve and address the borough's air quality and consequent public health challenges. Increasing charges contribute to achieving these goals and ensures that vehicle ownership is not seen as more economical than using sustainable methods of transport. This report recommends advertising a notice and undertaking a consultation to increase these charges.

### FINANCE SUMMARY

The total potential additional income arising from this report is £631,600. The increase is made up of the inflationary increases in parking permits charges, on street parking, diesel surcharges and car park charges.

The Council is required to give notice of increased charges for parking permits and on-street charges under the Road Traffic Regulation Act 1984.

## **RECOMMENDATIONS**

1. To have regard to the Equalities Impact Assessment prepared for the purposes of this report (Appendix 1)
2. To increase all parking permit charges in line with inflation
3. To authorise increases to on-street and off-street parking tariffs, as detailed in section 2 of the report.
4. To authorise the publication of Variation Notices issued under Section 46A and Section 35C of the Road Traffic Regulation Act 1984, in order to give effect to the recommended changes agreed by Council of a 5% increase.

## 1. CONTEXT

- 1.1. Lambeth must ensure appropriate permit and on-street/off-street prices are in place to continue to support the Council's wider traffic management and environmental objectives and obligations.
- 1.2. All proposed charges within this report are included in the Revenue and Capital Budget 2022/23 Report that is noted.
- 1.3. In last year's report, all permit prices were increased by 1.8% in line with levels of inflation. This year we intend to increase the fees by the latest Bank of England CPI forecast for 2022 which is 5.0%. The inflationary increase has been rounded for ease of collection.
- 1.4. The Council's authority to operate and set parking related charges is defined by legislation. These proposals will ensure fees and charges are increased in proportion to the increased costs associated with providing or undertaking the service or activity.
- 1.5. Permit and on-street parking prices can be set to ensure the Council provides suitable and adequate parking facilities on the public highway, whilst ensuring this does not negatively affect traffic flow in the borough. The Council is therefore able to set charges to restrain demand and enable a more effective management of its kerbside for wider transport and environmental benefits.
- 1.6. Section 46 of the Road Traffic Regulation Act 1984 (RTRA) provides the Council with the power to control parking by designating on-street parking places, charging for their use and restricting (or providing for) the use of such places by persons holding a permit for the purpose.
- 1.7. The setting of parking charges is a function which, like other functions under the RTRA, must be exercised in accordance with section 122 of the RTRA, namely, so as 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 so far as practicable having regard to the following matters:
  - a. the desirability of securing and maintaining reasonable access to premises;
  - b. the effect on the amenities of any locality affected including the regulation and restriction of heavy commercial traffic so as to preserve or improve amenity;
  - c. the strategy prepared under section 80 of the Environment Act 1995 (National Air Quality Strategy);
  - d. the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles; and,
  - e. any other matters appearing to the Council to be relevant.
- 1.8. When exercising this function, the Council must have regard to the Mayor of London's Transport Strategy as provided by sections 142 and 144(1)(a) Greater London Authority Act 1999. That Strategy emphasises the importance of reducing emissions and improving air quality. The MTS stresses that the success of London's future transport system relies upon reducing Londoners' dependency on cars in favour of increased walking, cycling and public transport use and sets down the expectation that "The Mayor, through TfL and the boroughs, and working with stakeholders, will reduce Londoners' dependency on cars in favour of active, efficient and sustainable modes of travel, with the central aim for 80 per cent of all trips in London to be made on foot, by cycle or using public transport by 2041.

- 1.9. Section 55 of the Road Traffic Regulation Act 1984 defines how any surplus from Civil Parking Enforcement must be spent. This includes the provision of public transport services, highway maintenance and improvements, and environmental projects. Any additional revenue generated through parking permits will be invested to fund such activities.
- 1.10. Local Authorities have a duty under Section 83(1) of the Environment Act 1995 to designate those areas as Air Quality Management Areas (AQMA) where air quality standards or objectives are not being achieved or are not likely within the relevant period to be achieved. The whole of Lambeth was declared an AQMA in 2007 for the pollutants of nitrogen dioxide (NO<sub>2</sub>) and particulate matter (PM<sub>10</sub>).
- 1.11. London boroughs have been recommended to use emissions-based parking charges. This recommendation was included as an action in the Lambeth Air Quality Action Plan.
- 1.12. Lambeth aims to work alongside other London councils, the Mayor of London and Transport for London to help reduce pollution across the borough. The Mayor of London designated Brixton Road as a Low Emission Bus Zone, ensuring that only buses that meet current Euro Emissions Standards travel through the area. Lambeth's diesel surcharge similarly applies to diesel vehicles that do not meet the current Euro Emissions Standards, with the aim to reduce the number of vehicles in the borough that are producing high levels of pollutants.
- 1.13. Lambeth's Transport Strategy 2019 promotes a shift towards sustainable modes of transport and the incentivisation of low and zero emissions vehicles, including through parking controls and kerbside management.

## **2. PROPOSAL AND REASONS**

- 2.1 We are recommending increasing the cost of parking permits, on-street parking, diesel surcharges and car park charges fees by 5% based on the Consumer Price Index and as per the letter sent from the Governor of the Bank of England to the Chancellor dated 16 December 2021.
- 2.2 Where possible, Lambeth encourages visitors and residents to move away from private motor vehicle use and ownership to use public transport, cycling and walking as a sustainable and greener alternative.
- 2.3 The decision to increase the permit fees is to ensure that they continue to reflect the Council's environmental targets, the associated costs of running the service, and parking stress across the borough.
- 2.4 It is necessary to build restraint on vehicular movement which is in line with the Council's traffic management duties under the 1984 Act and the Traffic Management Act 2004, to secure the expeditious, convenient and safe movement of vehicular traffic and the provision of suitable and adequate parking facilities.
- 2.5 The aim to reduce and manage traffic levels, while promoting the use of other forms of environmentally friendly and sustainable transport, helps to facilitate regular turnover of vehicles in parking bays particularly where there is high demand, such as shopping areas.
- 2.6 According to the Air Quality Action Plan report, Lambeth is failing to meet the EU annual mean concentration limit for nitrogen dioxide (NO<sub>2</sub>), and modelling indicates that it is being breached at a number of other locations, most particularly in areas with heavy traffic, like Brixton Road and

Streatham High Road. Lambeth has recently adopted an Air Quality Vision which commits the Council to more ambitious air quality target targets than the existing EU objectives.

- 2.7 Lambeth’s latest Transport Strategy highlights the issue of road transport affecting the air quality of our borough. Road transport generates 60% of all NO<sub>2</sub> and NO<sub>x</sub> emissions across the borough with it also being a major contributor of CO<sub>2</sub> emissions, making up 30% of total borough emissions. Through the recommendations we list in this report, it will allow us to make further headway towards delivering our carbon neutral objective by 2030.
- 2.8 It is necessary to increase permit prices to ensure we can meet costs associated with managing the permit scheme and carrying out enforcement, while also contributing to our wider traffic management and environmental objectives.
- 2.9 Currently, diesel surcharge is applied to diesel vehicles that do not meet the Euro 6 Emission standards. The current annual charge for this is £40.75, there will be an inflationary increase on this of 5%.
- 2.10 The latest diesel engines are more comparable to petrol equivalents in terms of their contribution to local air pollution and the surcharge will not affect newer diesel vehicles. All cars first registered after September 2015 meet the Euro 6. The aim of the Euro 6 EU legislation is to make cars cleaner. This means lower levels of harmful car and van exhaust emissions such as nitrogen oxide (NO<sub>x</sub>), carbon monoxide (CO), total hydrocarbons (THC), nonmethane hydrocarbons (NMHC) and particulate matter (PM) including soot. The knock-on effects of reducing these can also mean better fuel economy and lower emissions of CO<sub>2</sub>.

**Table 1: Proposed Prices for Residents permits 2022/23**

	3 Month (£)			6 Month (£)			12 Month (£)		
	21/22	22/23	Increase	21/22	22/23	Increase	21/22	22/23	Increase
<b>Band 1</b>	N/A			N/A			38.00	39.90	1.90
<b>Band 2</b>	38.00	39.90	1.90	70.50	74.03	3.53	133.50	140.18	6.68
<b>Band 3</b>	47.75	50.14	2.39	89.00	93.45	4.45	170.25	178.76	8.51
<b>Band 4</b>	55.30	58.07	2.77	104.25	109.46	5.21	199.75	209.74	9.99
<b>Band 5</b>	77.00	80.85	3.85	137.75	144.64	6.89	266.75	280.09	13.34
<b>Band 6</b>	86.75	91.09	4.34	167.00	175.35	8.35	324.50	340.73	16.23
<b>Motorbike permit*</b>	20.75	21.79	1.04	30.50	32.03	1.53	50.00	52.50	2.50

\* Where Motorbikes are parked in Solo motorcycle bay no permit is required

**Table 2: Proposed prices for other permit types 2022/23**

Permit Type	Annual Price		Unit % Increase	Annual Price	Increase (£)
	20/21 (£)	21/22 (£)	22/23 (£)	22/23 (£)	
Doctors Permit	447.45	456.00	5	478.80	22.80
Teachers Permit	369.67	377.00	5	395.85	18.85
Healthcare Permits – 12 Months	111.86	114.00	5	119.70	5.70
Statutory / Statutory emergency – 12 months	22.37	23.00	5	24.15	1.15
Car Club	615.77	627.00	5	658.35	31.35
Traders Permits – One Day	21.31	22.00	5	23.10	1.10
Traders Permits – Book of 5	101.21	103.00	5	108.15	5.15
Resident Visitor Vouchers – Individual	5.58	5.75	5	6.04	0.29
Resident Visitor Vouchers – Book of 5	24.50	25.00	5	26.25	1.25
Business Permit (single zone) – 12 months (1 <sup>st</sup> Permit)	657.37	683.00	5	717.15	34.15
Business Permit (all zones) – 12 months	1,643.44	1,707.50	5	1,792.88	85.38
Personal Carers Permit-3 months	-	20	-	20	-
Personal Carers Permit – 6 months	-	35	-	35	-
Personal Carers Permit-12 months	-	60	-	60	-

**Table 3: Diesel surcharge permits 22/23**

	3 Month (£)			6 Month (£)			12 Month (£)		
	21/22	22/23	Increase	21/22	22/23	Increase	21/22	22/23	Increase
<b>Diesel Surcharge</b>	17.50	18.38	0.88	24.50	25.73	1.23	40.75	42.79	2.04

2.11 It is proposed that all on-street parking charges increase by an inflationary amount of 5%.

2.12 Charges at three car parks: Popes Road, Leigham Court Road and Waylett Place will also be increased, Waylett and Leigham Court will increase by 20p per hour as no inflationary increases have taken place in recent years. Popes Road will increase to match the cost of parking on-street in Brixton. These will also have the diesel surcharge applied to the cost of parking.

2.13 The below tables show the proposed increases for all on-street parking prices, with the addition of Diesel Surcharge, for car users who drive diesel cars which do not meet with the Euro 6 Emissions Standards.

**Table 4: Proposed Prices for On-street parking 2022/23 (per hour)**

Zone	Current Price 21/22(£)	New Charge 22/23(£)	Diesel surcharge 22/23 (£)	*Including Diesel Surcharge Increase amount (hourly rate) (£)
Waterloo	6.00	6.30	3.15	9.45
Kennington	5.00	5.25	2.63	7.88
All other zones	3.75	3.94	1.97	5.91
Robertson Street (Shared bays with Wandsworth)	2.70	3.20	1.60	4.80
Cavendish Road (Shared bays with Wandsworth)	2.70	3.20	1.60	4.80
Norwood – Waylett Place Car Park	0.40 ph (3hr max)	0.60 ph (3hr max)	0.30 ph (3hr max)	0.90ph (3hr max)
Streatham- Leigham Court Car Park	0.40 ph (3hr max)	0.60 ph (3hr max)	0.30 ph (3hr max)	0.90ph (3hr max)
Brixton Popes Road Car Park	3.00 (4hr max)	3.94 (4hr max)	1.97 (4 hr max)	5.91(4hr max)

\*Only applicable to Diesel vehicles that do not meet Euro 6 Emission Standards.

### 3. FINANCE

- 3.1 The expected total permit income for 1 April 2021 to 31 March 2022 is £6.16m. It is estimated that increasing charges by inflation of 5% for 22/23 will generate an additional expected income of £308,000 which would lead to a revised total expected permit income of £6.468m per annum. The total expected income from the diesel surcharge applied to residents permits for 1 April 2021 to 31 March 2022 is £158,000. It is estimated that increasing this charge by inflation will generate an additional £7,900 per annum for a revised total of £165,900.
- 3.2 The total expected off-street (PaybyPhone) income for 1 April 2021 to 31 March 2022 is £38,000. It is estimated that by increasing charges by the inflationary rate of 5% an additional £1,900 would be generated leading to a new projected total income of £39,900.
- 3.3 The total expected on-street income from 1 April 2021 to March 2022 is £6.276m. It is estimated that by increasing charges by 5% an additional £313,800 would be generated leading to a new projected total income for 2022/23 of £6.590m.
- 3.4 The total increased income across all streams comes tom a figure of £631,600 per annum raising from the current estimated amount of £12.632m to £13.264m.

### 4. LEGAL AND DEMOCRACY

- 4.1 This report proposes raising parking charges. Section 46A and 35C of the RTRA provides a mechanism for amending these charges by issuing a notice of variation. This notice must be given at least 3 weeks before the changes take effect. The procedure for this is set out in the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996. When setting the level of these charges, the Council has the power to differentiate between vehicles of different classes, including by reference to their level and type of emissions. This power has been applied to all the relevant traffic orders and provides for a higher charge to be applied to the most polluting vehicles and a Diesel Surcharge for the most polluting types of those vehicles. In accordance with section 35C and 46A of the Road Traffic Regulation Act 1984, subject to the recommendations

being agreed, the revised parking charges will require publication in a local paper and London Gazette for a minimum of 21 days in advance of their implementation. The statutory procedure for the notice of variation in parking charges does not include any requirement for inviting or considering objections.

- 4.2 In accordance with Section 55 of the RTRA, the income the Council receives from on-street parking must be placed in a ring-fenced parking account. In the event that the proposed surcharge generates a surplus over and above the cost of the scheme, its administration and enforcement, the RTRA requires that surplus to be paid at the end of the year into the Special Parking Account and spent on the wider transport purposes specified at section 55(4) of the RTRA. Any shortfall is required to be made good from the general fund.
- 4.3 The setting of parking charges is an exercise of a function conferred under the RTRA and accordingly subject to Section 122 of the RTRA which states:
- 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 is 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 locally 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 and of securing the safety and convenience of persons using or desiring to use such vehicles; and
    - d. Any other matters appearing to the local authority to be relevant.
- 4.4 A number of cases have considered the question of how councils should exercise the relevant powers (i.e. to charge) having regard to their duties under section 122 of the RTRA and two main themes have emerged. In the leading case of *Cran v London Borough of Camden* (1995) it was established that even though section 122(2)(d) allows a local authority to take into account any other matters appearing to it to be relevant, that provision does not permit councils to take account of extraneous financial matters such as the aim of generating revenue for other Council projects. Accordingly, the Council cannot set or increase its charges with the aim or motive of generating revenue. This decision has been reinforced in subsequent decisions including *Attfield vs London Borough of Barnet* (2013). The Courts have however made clear that the creation of a surplus from increased parking charges will not, in and of itself, be unlawful provided the primary motivation for the increase is the achievement of objectives which are consistent with the duty set out at Section 122. This principle was established in the case of *Chaumeton v London Borough of Camden* (2015). In that case, LJ Knowles made the following observation (at Paragraph 21(4)):

*"Mr Chaumeton advances the proposition (at paragraph 5 of his written submissions) that "any local authority paid for parking scheme must be directed to be revenue neutral". This is, with respect, a mistaken proposition. The requirement that an authority not use parking charges for the purpose of raising additional revenue does not mean that the objective must be revenue neutrality. Indeed, addressing the problems that come with private vehicle traffic may mean a parking scheme that is far from revenue neutral. This is also why the mere fact of "budgeting for a surplus" or of recognition of "the likelihood of a surplus" is not "evidence of an improper purpose" or*

*"determinative of the legitimacy" of parking orders (see R (Djanogly) v Westminster City Council) [2011] RTR 9 at [14] per Pitchford LJ in the Divisional Court; and note also that the present case is not a case where the local authority's purpose was as in R (Atfield) v Barnet LBC [2013] EWHC 2089 (Admin).)"*

- 4.5 The body of the report details officer's reasons for the proposed increases and in what way those changes are considered to advance the statutory objects detailed at Section 122 of the RTRA.
- 4.6 A recent High Court judgment confirms that the Council must have proper regard to the matters set out at sections 122(1) and (2) and specifically document its analysis of all relevant section 122 considerations when reaching any decision.
- 4.7 Paragraph 2.6 of The Secretary of State's Statutory Guidance to Local Authorities on the Civil Enforcement of Parking Contraventions states that: *"...Parking charges and penalty charges should be proportionate, so authorities should not set them at unreasonable levels."* The Guidance goes on to recommend that authorities set charges which are consistent with the aims of their transport strategy including road safety and traffic management strategies.
- 4.8 Furthermore, in setting these charges the Council must have regard to the Mayor of London's Transport Strategy as provided by sections 142 and 144(1)(a) Greater London Authority Act 1999. The current strategy emphasises the importance of reducing emissions and improving air quality and at page 97, under the heading, "Discouraging unnecessary journeys by car and freight" includes the following commentary:

*"A look at new ways to discourage nonessential car and freight trips, especially shorter trips, is needed. Local road user charges or workplace parking levies could be considered by local authorities. Parking policy changes, such as introducing or extending controlled parking zones, or incentives to residents to give up parking spaces could also help discourage car use. Higher parking charges for the most polluting cars could additionally help encourage the use of cleaner vehicles."*

- 4.9 The same document goes on to set out the expectation (at page 105) that:

*"TfL and the boroughs...take targeted action and fulfil their statutory duties, including using tools such as road charges, differential parking charges, street closures and vehicle restrictions, tackling engine idling, promoting efficient driving, implementing electric vehicle charging infrastructure, and supporting zero emission car clubs (where appropriate)."*

- 4.10 Paragraph 5 of the report details the Council's communication strategy with respect to this proposal. In addition to these measures, where a notice of variation relates to an on-street parking place, consideration may be given to placing copies of the variation notices in prominent positions in the streets that will be affected.
- 4.11 Section 149 of the Equality Act 2010 sets out the new public sector equality duty replacing the previous duties in relation to race, sex and disability and extending the duty to all the protected characteristics i.e. race, sex, disability, age, sexual orientation, religion or belief, pregnancy or maternity, marriage or civil partnership and gender reassignment. The public sector equality duty requires public authorities to have due regard to the need to:
- a. Eliminate unlawful discrimination, harassment and victimisation;
  - b. Advance equality of opportunity; and,
  - c. Foster good relations between those who share a protected characteristic and those who do not.

- 4.12 Having due regard to the need to advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it involves having due regard, in particular, to the need to:
- a. remove or minimise disadvantages 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 persons who do not share it, including, in particular, steps to take account of disabled persons' disabilities;
  - c. encourage persons who share a relevant protected characteristic to participate in public life or in any other activity in which participation by such persons is disproportionately low.
- 4.13 Section 16 of the Traffic Management Act 2004 imposes a duty on the Council to manage its road network with a view to achieving, so far as may be reasonably practicable having regard to its other obligations, policies and objectives, to:
- a. Securing the expeditious movement of traffic on the authority's road network; and,
  - b. Facilitating the expeditious movement of traffic on road networks for which another authority is the traffic authority.
- 4.14 Subject to the requirement set out in section 18 to have regard to statutory guidance on network management, under section 17 of the Traffic Management Act, the Council 2004 as a network manager must have in place arrangements as it considers appropriate for carrying out its network management duty which must include provision for establishing processes for ensuring, so far as is reasonably practical, that the Council identifies occurrences, including future occurrences which are causing or may cause road congestion or disruption to the movement of traffic, and consider possible action that can be taken in response to those occurrences.
- 4.15 The Council, as a public body, is under a duty to consider whether the exercise of its powers interacts with rights protected by the European Convention, set out in the Human Rights Act 1998. The Convention rights applicable are:
- Article 1, Part I - protects the right of everyone to the peaceful enjoyment of possessions. No one shall be deprived of their possessions except in the public interest and subject to the conditions provided for by law and by the general principles of international law. This does not, however, in any way impair the right of a State to enforce such laws as it deems necessary to control the use of property in accordance with the general interest etc.
- Article 8 - protects the right of the individual to respect for their private and family life, their home and their correspondence. There should be no interference by a public authority with the exercise of this right except such as is in accordance with the law and is necessary in a democratic society in the interests of amongst other matters, public safety, the economic well-being of the country, for the prevention of disorder or crime, for the protection of health, or for the protection of the rights and freedoms of others.
- 4.16 Any interference with a Convention right must be necessary and proportionate and the Council has to consider carefully the balance to be struck between individual rights and the wider public interest.
- 4.17 This proposed key decision entered in the Forward Plan on 13 December 2021 and the necessary 28 clear days' notice has been given. In addition, the Council's Constitution requires the report to be published on the website for five clear days before the proposed decision is approved by the Cabinet Member. Any representations received during this period must be considered by the

decision-maker before the decision is taken. A further period of five clear days - the call-in period – must then elapse before the decision is enacted. If the decision is called-in during this period, it cannot be enacted until the call-in has been considered and resolved. This report seeks to introduce new fees and charges and therefore approval is also required from the Cabinet Member for Finance and Performance.

**5. CONSULTATION AND CO-PRODUCTION**

5.1 Statutory consultation is required as part of the amendments to the TMO. As part of our communications plan, we will suitably communicate with permit holders and PayByPhone users of the increases in price at least one month before go live. This will be through updates on our website, permit email notifications and PayByPhone notifications. All charges will be published in South London Press and on the Lambeth website approximately three weeks before they become operational.

**6. RISK MANAGEMENT**

6.1 There is greater risk to our residents and visitors to the borough on air quality if these changes are not introduced. Encouraging non diesel vehicles and encouraging businesses and residents to use sustainable travel will help to reduce the effects of air quality, whilst also decreasing parking pressure and congestion in the borough.

6.2 The main risks that impede on the successful delivery of this price increase are:

**Table 4 – Risk Register**

Item	Risk	Likelihood	Impact	Score	Control Measures
1	Proposal to apply inflationary increase to all permit types may be contested at public consultation	2	4	8	The principles and benefits have already undergone extensive public consultation and engagement as part of the transport strategy. However additional campaigns around the impacts of non-compliant vehicles can be carried out.
2	Proposal to apply inflationary increase to diesel surcharge may be contested at public consultation	3	4	12	The principles and benefits have already undergone extensive public consultation and engagement as part of the transport strategy. However additional campaigns around the impacts of non-compliant vehicles can be carried out.

**Key**

<b>Likelihood</b>	Very Likely = 4	Likely = 3	Unlikely = 2	Very Unlikely = 1
<b>Impact</b>	Major = 8	Serious = 4	Significant = 2	Minor = 1

## **7. EQUALITIES IMPACT ASSESSMENT**

- 7.1 An Equalities Impact Assessment has been completed and can be found in Appendix 1).
- 7.2 Lambeth residents in Controlled Parking Zones (CPZs) and all visitors into CPZ areas, resident and non-resident, will be affected by the increase, including shoppers, businesses, employees and employers. Specific parking related equalities monitoring data is not available for holders of parking permits or on-street. Data is not captured at the application stage for any permits.
- 7.1 However, given that residents in any property in Lambeth, within a CPZ who own or utilise a vehicle are eligible for permits, data from, for example National Statistics, could be used on a ward-by-ward basis for the purpose of evaluating the impact on different groups. Equalities monitoring data is not available for users of pay and display bays as shoppers and visitors will come from any area within or outside the borough.
- 7.2 Consideration has been taken into account on the impact on low-income households, however, to reduce this a relatively low inflationary rate increase of 5% for permit increases is being proposed to reduce the financial impact on these groups. It is predicted that the proposals will not impact more or less on any one group, as data on age, disability, gender, ethnicity and faith is not held, but it may be felt more than others, such as for those with low amounts of disposable income.
- 7.3 The impact of the increase could prompt vehicle owners to use alternative means of transport, particularly for non-essential/urgent travel. Blue badge holders should benefit from easier access to locations. People may choose to walk for shorter journeys boosting personal health and the environment. This would be a step-change in driver behaviour and road safety potential.
- 7.4 The charges within this report were submitted in the wider Budget Report 2022/2023 and therefore any equalities impacts will be considered as part of that report.
- 7.5 There is free parking in Blue Badge parking bays. Our parking schemes recognise this national scheme and have concessions in place for those with mobility problems. Which also include white badges for those that live in Lambeth.

## **8. COMMUNITY SAFETY**

- 8.1 Not applicable.

## **9. ORGANISATIONAL IMPLICATIONS**

### **Environmental**

- 9.1 Please refer to comments in section 1 and 2 regarding improving air quality and encouraging sustainable travel.

### **Health**

- 9.2 The recommendations in this report align to the outcomes of the Transport strategy. Improving public health is at the heart of the transport Strategy. The principal approach of the Strategy is that promoting walking, cycling and public transport will increase levels of physical activity among the general population, improving health outcomes. The Strategy also focusses on key public health concerns relating to the negative impacts of the transport network, for example harmful emissions from road traffic and how these can be reduced and mitigated.

### **Corporate Parenting**

- 9.3 Not applicable.

### **Staffing and accommodation**

9.4 Not applicable.

### **Responsible Procurement**

9.5 Not applicable.

## **10. TIMETABLE FOR IMPLEMENTATION**

10.1 A notice of the amendment will be made in South London Press and on the Lambeth website, three weeks before the amended charges become operational. We aim to make all charges operational from April 2022.

10.2 The following table shows a summary of activities that will take place during the implementation of these changes.

<b>Activity</b>	<b>Date</b>
Date published on Forward Plan	13/12/2021
Publication on Decisions online	01/02/2022
Officer or Cabinet Member Decision	09/02/2022
End of Call-in Period (key decisions only)	16/02/2022
Notice of amendment published in South London Press and on Lambeth website	04/03/2022
Permit and On street Charges become operational	01/04/2022

## AUDIT TRAIL

<b>Name and Position/Title</b>	<b>Lambeth Directorate</b>	<b>Date Sent</b>	<b>Date Received</b>	<b>Comments in paragraph:</b>
Councillor Danny Adilypour/Councillor Dr Mahamed Hashi	Cabinet Member for Sustainable Transport, Environment and Clean Air (job-share)	13/01/2022	19/01/2022	Throughout
Councillor Andy Wilson	Cabinet Member for Finance and Performance	24/01/2022	25/01/2022	Throughout
Bayo Dosunmu, Strategic Director,	Resident Services	11/01/2022	11/01/2022	Throughout
Venetia Reid-Baptiste, Director of Environment and Street scene	Resident Services	11/01/2022	11/01/2022	Throughout
Andrew Ramsden, Finance	Finance and Investment	21/12/2021	20/01/2022	Finance Summary/paras 2 &3
Jean-Marc Moccarme, Legal Services	Legal and Governance	21/12/2021	13/01/2022	Throughout
Marianna Ritchie, Democratic Services	Legal and Governance	10/01/2022	17/01/2022	Throughout
Simon Phillips, Head of Transport Strategy and Programme	Planning, Transport & Sustainability	21/12/2021	22/12/2022	Throughout
Paul Keenlyside, Technical Lead, Climate Change and Sustainability	Environment & Streetscene	21/12/2021	05/01/2022	Para. 2.5
Neil Fenton, AD Parking, Streetworks and Commercial	Resident Services	13/01/2022	13/01/2022	Throughout
Jonathan Pook, Head of Parking and Enforcement	Resident Services	28/10/2021	21/12/2021	Throughout

## REPORT HISTORY

<b>Original discussion with Cabinet Member</b>	18.11.21
<b>Report deadline</b>	N/A
<b>Date final report sent</b>	26 January 2022
<b>Part II Exempt from Disclosure/confidential accompanying report?</b>	No
<b>Key decision report</b>	Yes
<b>Date first appeared on forward plan</b>	13/12/2021
<b>Key decision reasons</b>	2 Financial
<b>Background information</b>	<ul style="list-style-type: none"> <li>• <a href="#">Mayor of London's Transport Strategy</a></li> <li>• <a href="#">Bank of England CPI Letter</a></li> <li>• <a href="#">Greater London Authority Act 1999</a></li> <li>• <a href="#">Revenue and Capital Budget 2021-22 Report</a></li> <li>• <a href="#">Cabinet on 8 February 2021</a></li> <li>• <a href="#">Full Council on 3 March 2021</a></li> <li>• <a href="#">Road Traffic Regulation Act 1984</a></li> <li>• <a href="#">Environment Act 1995</a></li> <li>• <a href="#">National Air Quality Strategy</a></li> <li>• <a href="#">Lambeth AQMA Declaration 2007</a></li> <li>• <a href="#">Lambeth Air Quality Action Plan</a></li> <li>• <a href="#">Traffic Management Act 2004</a></li> <li>• <a href="#">2017-2022 Air Quality Action Plan</a></li> <li>• <a href="#">Lambeth Transport Strategy</a></li> <li>• <a href="#">Bank of England August 2020 Inflation Report</a></li> <li>• <a href="#">Euro 6 EU legislation</a></li> <li>• <a href="#">Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996</a></li> <li>• <a href="#">Equality Act 2010</a></li> <li>• <a href="#">Human Rights Act 1998</a></li> </ul>
<b>Appendices</b>	<ul style="list-style-type: none"> <li>• Appendix A – Equalities Impact Assessment</li> </ul>

**APPROVAL BY CABINET MEMBER OR OFFICER IN ACCORDANCE WITH SCHEME OF DELEGATION**

**I confirm I have consulted Finance, Legal, Democratic Services and the Procurement Board, and taken account of their advice and comments in completing the report for approval:**

**Signature:** \_\_\_\_\_ **Date:** \_\_\_\_\_

**Post:** Yinka Adeniyi  
Parking and Enforcement Service Development Officer

**I confirm I have consulted the relevant Cabinet Members, including the Leader of the Council (if required), and approve the above recommendations:**

**Signature:** \_\_\_\_\_ **Date:** \_\_\_\_\_

**Post:** Councillor Dr Mahamed Hashi  
Cabinet Member for Sustainable Transport, Environment and Clean Air

**Any declarations of interest (or exemptions granted):** None.

**Any conflicts of interest:** None.

**Any dispensations:** None.