

Equalities Analysis in Lambeth

Proposal Title *

Parking Inflationary Fees and Charges uplift22/23

Author

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Please provide name of lead author and/or those within project team who may be required to contribute to this assessment

Who will sign off the assessment?

Venetia Reid-Baptiste

Please indicate who will be involved in approving this assessment. This will need to be signed off by the Director

Q1a. What is changing?

An inflationary increase of 5% is being applied to our parking permit charges and our on-street parking fees. 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. Therefore, 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 2004 Act, to secure the expeditious, convenient and safe movement of vehicular traffic and the provision of suitable and adequate parking facilities.

The proposal is to:

- Increase parking permit charges, pay by phone and on street charges by annual inflation.
- Increase Diesel surcharge by annual inflation for non-Euro 6 complaint vehicles for on street parking and all other permit types excluding permits which already have Diesel Surcharge applied.

Additionally, 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 strategy emphasises the importance of reducing emissions and improving air quality. This will support achieving the promoting sustainable and healthy travel behaviour objective stated in Lambeth's Transport Plan.

The Mayor's Ultra Low Emission Zone (ULEZ) and the GLA London Environment Plan are set to improve the health and reduce the risk of heart and lung disease and asthma

by 2031. Half of the Nitrogen Oxides produced to health is emitted from transport which worsens chronic illnesses and shorten's life expectancy. As a result, Lambeth is promoting cycling and walking as sustainable and greener alternatives. Increasing charges would contribute to achieving this so it is essential that through our permit and on-street parking pricing that vehicle ownership is not seen as more economical than using sustainable methods of transport.

The charges and pricing structure are below

Table 1: Prices for Residents permits 2022/23

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

Table 2: Prices for other permit types 2022/23

Permit Type	Annual Price		Unit % Increase	Annual Price Increase(£)	
	20/21 (£)	21/22 (£) 22/23		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 (1st 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 (£)
Diesel Surcharge	18.38	25.73	42.79

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

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

What is the most significant or key change taking place? Can you indicate the type of change in your response (e.g. policy/decision/strategy/ service/procedural/ geographic/procurement etc.) so it is clear what is being equalities assessed? Why is this change happening? What do you aim to achieve? Can you clearly indicate what decision-makers are being asked to take a decision on?

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Q1b. Who will be involved in approving this decision?

Councillor Danial Adilypour and Councillor Dr. Mahamed Hashi, Joint Cabinet Members for Sustainable Transport, Environment and Clean Air

Who else will be involved in signing-off this decision?

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Q2a. What do we know about the people who will be impacted by this change?

The car ownership in the borough was 64,617 in 2019. The LIP target to reduce car ownership by 2021 is 64,200. This proposal has been screened to identify potential impact on residents and visitors of the London Borough of Lambeth who may have one or more of the protected characteristics.

The increase to our services will impact adults who own cars which they park on roads that

are classified as public highway. Lambeth residents in 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 and on-street customers as data is

not captured at the application stage for any permits.

Considering, residents in any property in Lambeth, within a CPZ who own or utilise a vehicle are eligible for permits, data from, for example the National Statistics, could be used on a ward-by-ward basis for the purpose of evaluating the impact on different groups. However, equalities monitoring data is not available for users of pay and display bays as shoppers and visitors will come from any area within the borough or outside.

Health

Where possible Lambeth encourages a move away from vehicle use and ownership and promotes the use of public transport, cycling and walking as sustainable and greener alternatives. By introducing the diesel surcharge for all permits it is hoped that it will encourage residents to switch to vehicles with improved emission meeting the Euro 6 Standard. People of working age who have to work and choose to park in a CPZ where charges apply, may be more impacted than other car users.

As air pollution is likely to cause various health-related issues in Lambeth, there are 459 residents who are aged 65 and over, is likely to have a longstanding health condition caused by bronchitis and emphysema. There are 1,326 residents over the age of 65 and above who are predicted to have a longstanding health condition caused by heart attack and 1,155 residents aged 18 and over are predicted to have a longstanding health condition caused by a stroke, 3,277 residents aged 18 and over are predicted to have visual impairment where there might be a correlation with air pollution and various health conditions of the residents of Lambeth.

Age

Older retired residents may have less disposable income to be able to pay the increased parking charges, but also have access to free bus travel. Children and young people under the age of 17 who do not drive will not be directly impacted by the proposal.

According to PANS (Projecting Adult Needs and Service Information), POPPI (Projecting Older People Population Information) and Office for National Statistics (ONS) in 2019 Lambeth has a total population of 330,700, projected to be ~~increased~~ at 332,700 in 2020 and 334,400 in 2023. Regarding age, in 2019, Lambeth has 27,200 residents aged 65 and over of which 12,000 are male and 15,200 are female.

Socio-Economic

People of all ages who park in a CPZ where charges apply will be impacted by the increased charges. Those people of working age who have to drive to work and choose to park in an area of the CPZ scheme where charges apply, may be more impacted than other car users. [If there are extra special circumstances, we will judge these on their individual merits with officers addressing appropriately.](#)

Parking controls for a shorter time period may benefit low-income households that cannot afford to pay for visitors parking permits, for deliveries, visits by tradespeople and the like. There is a need to be cautious in not assuming that lower income households cannot afford efficient vehicles. Information is not currently available to cross-reference against household income. The costs of newer models of energy efficient cars are reducing. We also recognise a national vehicle scrappage scheme that can support residents wishing to upgrade their cars to more efficient types.

Disability

People with long term mobility disabilities are able to apply for a Blue Badge which is a government scheme to provide better access for those with mobility issues. 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

Those who rely on vehicles more may be impacted to juggle getting to work, drop of disabled relative and children for example makes it more expensive to drive. Surveys shows that some groups depend on cars more than others even the lower socioeconomic groups.

What does your information tell you about the people who will affected by this change? Are protected groups impacted? What information do you hold on the protected characteristics of the people affected by the change? (Age, disability, gender reassignment, pregnancy and maternity, race/ethnicity, religion or belief, gender, sexual orientation, health, socio-economic, language) Are there any gaps or missing information?

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Q2b. How will they be impacted by the change?

Consideration has been taken into account, on the impact on low-income households. Although here may be a higher proportionate increase on those on low income, the proposed charge increase is relatively low, especially when considered in light of the overall cost of keeping and running a vehicle. 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 for those with low amounts of disposable income.

Those who rely on vehicles more may be impacted. to juggle getting to work, drop of disabled relative and children for example makes it more expensive to drive. Surveys shows that some groups depend on cars more than others even the lower socioeconomic groups.

The impact of the increase could prompt vehicle owners to use alternative means of transport, particularly for non-essential/urgent travel. Blue badge holders may benefit from easier access to locations. People may choose to walk for shorter journeys boosting personal health and the environment. This would be a change in driver behaviours and road safety potential.

Majority of Lambeth households have access to mobiles, smartphones can be used to apply for, renew and pay for permits.

Where possible Lambeth encourages a move away from vehicle use and ownership and promotes the use of public transport, cycling and walking as sustainable and greener alternatives. The permits becoming e-permits rather than paper will improve the application process. Reduce the use of paper and improve the customer journey when making an application. It also gives the customer more control over the process as the system is self-serving.

Nonetheless, the council aims to increase the number of people walking and cycling.

Older retired residents may prefer to walk rather than use free bus travel as well as children, pregnant and maternity and people with mobility limitations: Could have

issues of mobility and personal safety around equipment and apparatus and difficulty when manoeuvring around physical features on highways.

In the Lambeth's Resident Survey 2020 the 87% of residents stated it is important to them to be environmentally friendly to help combat climate change and 77% are worried about the future of the environment. Moving to a fully digital online system will have a positive impact on the younger groups who tend to use online processes a lot more.

Would you assess the impact as positive, adverse, neutral? Do you have any uncertainty about the impact of your proposal? Is there a likelihood that some people will more impacted than others? Can you describe the ways in which they will be affected? How might this change affect our 'general duty'

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Q3a. How do you plan to promote and deliver any positive impacts of the proposal?

Statutory consultation is required as part of the amendments to the Traffic Management

Orders. A consultation will be carried out between February and March 2022. Legal notices will be published through local newspapers, the London Gazette, and advertised on the council's website before it becomes operational.

Furthermore, copies of the proposed Traffic Management Orders (TMOs), detailing plans of the proposals and the Council's Statement of Reasons will be made available due to Covid -19 restrictions online at www.lambeth.gov.uk/traffic-management-orders. Copies of the proposed Order and the other documents can be requested by email or by telephone.

As Part of our communications plan, we will suitably communicate with permit holders the increase in prices. Through updates on our website, and through permit renewal letters. All charges will be published in South London Press and on the Lambeth website approximately three weeks before they become operational.

Where possible Lambeth encourages a move away from vehicle use and ownership and promotes the use of public transport, cycling and walking as sustainable and greener alternatives. Increasing charges would contribute to achieving this so it is essential that through our permit and on-street parking pricing that vehicle ownership is not seen as more economical than using sustainable methods of transport. We will continue to work to improve the local infrastructure in recognition that this in turn supports a vibrant local economy. In particular, we will aim to use our resources more effectively to improve highways, and minimise disruptions to business and consumers.

How might the principles of fairness, equality of opportunity and positive relationships be further promoted as a consequence of this proposal? How do you propose to measure your positive outcomes and the benefits outlined to find out if these have been achieved?

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Q3b How do you plan to address and mitigate any negative impacts of the proposal?

Lambeth is a cooperative council. This means we will work together with citizens, and look to give them greater control and influence over the decisions that affect their lives.

The Council's Constitution requires the CMDR 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.

Statutory consultation is required as part of the amendments to the TMO. As stated above, we will suitably communicate with permit holders the increase in prices. This will be through updates on our website, and through permit renewal letters. All charges will be published in South London Press and on the Lambeth website approximately three weeks before they become operational.

We will highlight that local Authorities have a duty under Section 83(1) of the 1995 Environment Act 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 (NO₂) and particulate matter (PM₁₀).

We will continue to monitor the proportion of permits sold to disabled or housebound customers using our permit system. We will also continue to monitor the responses to our customer satisfaction surveys and feedback from representative groups.

Local Authorities have to charge for permits and pay-and-display tickets because the law requires that the enforcement of civil parking areas must be self-financing and not funded by the taxpayer. Permits are usually valid for a year. Permits valid for 3 months are also available to help spread the cost of parking permits. However, if there are extra special circumstances, officers will judge these on their individual merits with officers addressing appropriately.

What impact has this evidence had on what you are proposing? What can you do differently that might lessen the impact on people within the timeframes i.e. development-implementation? Who can help you to develop these solutions?

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Q4. How will you review/evaluate your proposal, mitigating actions and/or benefits? Who will be responsible for this?

The scheme will be reviewed by Parking Services after one year, to understand demand and any areas of improvement. The potential impact has been mitigated through the introduction of the inflationary increase. The 5% will involve an increase of between £1.90 and £16.23 for an annual permit.

Customer feedback is important to the Parking Service as a result we have a robust system in place to keep track of complaints, receive comments and enquiries as part of the Liberator system. Feedback from our customers is monitored for any potential improvements to our service or any disadvantage to our protected groups.

The impact of the increase in charges could promote increased health benefits in prompting

vehicle owners to use alternative means of transport, particularly for nonessential/urgent

travel. Blue badge holders may benefit from easier access to locations.

People may choose to walk for shorter journeys boosting personal health and the environment. Therefore, increasing the traffic flow. This would be a change in driver

behaviours and road safety potential.

The Service Development team will be responsible for tracking delivery of the new charging method which will include equality impacts.

Who will you be accountable to for the above actions/outcome? How will those responsible know these actions have worked? What performance indicators will you use to demonstrate this? Are there any other forms of evidence you can use to support this assessment of their effectiveness?

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Section to be completed by Sponsor/Director/Head of Service

Outcome of equality impact assessment

- No adverse impact, no change required
- Low adverse impact, minor adjustment required
- Significant adverse impact, further action required
- Significant impact identified unable to mitigate fully
- Unlawful in/direct discrimination, stop and rethink

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Comments from Sponsor/Director/Head of Service

Submit for approval

When you are ready for the assesment to be reviewed by your Director, please select 'Submit for Approval' from the drop down. (Or select Resubmit if requesting approval after a

Submit for approval

rejection)

Executive Approval

Approved

For Directors: Please use the drop down to Approve or Reject the Assessment. (You will need to click 'Edit Item' at the top of the form to do this)

Attachments

Close