

**Committee: Cabinet**

**Date: 19<sup>th</sup> February 2024**

Wards: All wards

**Subject: Review of Parking Charges**

Lead officer: Dan Jones, Director of Environment, Civic Pride & Climate

Lead member: Cllr Stephen Alambritis, Cabinet Member for Transport

Contact officer: Gavin Moore, Parking Services,

[gavin.moore@merton.gov.uk](mailto:gavin.moore@merton.gov.uk)

Direct Line: (07949) 040786

## PURPOSE OF REPORT

The purpose of this report is to recommend price increases for a range of parking services, to reflect inflationary pressure on the cost of managing and enforcing parking provision since 2020. Changes are proposed to permit and visitor parking pricing, on-street parking charges, and off-street car park charges. The report also proposes the introduction of a supplement on parking permits for high carbon emission vehicles, as part of the council's response to the climate emergency.

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## Recommendations:

### That Cabinet agrees to -

- A. Consider the outcome of informal consultation, set out in Section 4 of this report, on the proposed revisions to parking charges set out in this report.
- B. Authorise officers to proceed to formal statutory consultation on the Traffic Management Orders required to implement the proposed revised charges for parking recommended in this report.
- C. Delegate authority to the Director of Environment, Civic Pride and Climate, in consultation with the Cabinet Member for Transport, to finalise the Traffic Management Orders and the necessary statutory consultation documentation, to consider the outcome of formal consultation, and any operational matters relating to the implementation of the proposals set out in the report.
- D. Subject to the statutory consultation process, Members agree to approve the proposed charges set out in this report, in respect of:
  - Revised charges for Controlled Parking Zone (CPZ) Permits, as set out in paragraphs 2.10-2.17
  - Revisions to charges for electric vehicle permits, as set out in paragraphs 2.18-2.20

- A reduction in the charge for Visitor Permits, as set out in paragraphs 2.21-2.24
  - Introduction of a £10 charge for Carer Permits, as set out in paragraph 2.25
  - Revised charges for CPZ visitors' day/half-day parking, as set out in paragraphs 2.26-2.29
  - Introduction of a £150 supplement on Permits for high CO2-emission vehicles, as set out in paragraphs 2.30-2.33
  - Revised charges for on-street parking, as set out in paragraphs 2.34-2.36
  - Revised car park (off-street) charges, as set out in paragraphs 2.37-2.38
- E. Officers will undertake within 6 months a review of the eligibility criteria, charging policy and gatekeeping protocols in respect of the Carer permit offer, taking account of the approaches taken by other relevant London boroughs, to be considered by Cabinet.

## EXECUTIVE SUMMARY

- 1.1 Merton Council is facing high inflationary pressures on costs since parking charges were last reviewed in January 2020. It is therefore necessary to consider price increases for a range of parking permits, on-street pay & display bays, and car parks, to ensure that we cover the costs of the management and enforcement of parking. Changes are also proposed to the prices charged for visitor parking to facilitate more choice and consistency, borough wide. Finally, it is proposed to introduce a supplement to the cost of parking permits for petrol vehicles that have high CO2 emissions, which also have a detrimental impact to health outcomes for our residents, to encourage motorists to switch to vehicles which have a less detrimental impact on the climate emergency.
- 1.2 Merton's Parking services help deliver the strategic transport policies set out in the Council's Local Implementation Plan (LIP). The Council sets parking restrictions and charges to manage demand and enable more effective management of kerbside space for residents, businesses, and visitors alike. This is necessary to balance the finite supply of available on-street parking spaces. Information on the Council's Parking services can be found here: [Merton Parking Annual Report 2022-23](#)
- 1.3 Parking management can also influence the amount of traffic attracted to an area, aiming to reduce congestion and improve road safety and air quality. For example, visitor parking charges can be set to ensure there is no price incentive for visitors to choose to use a private vehicle to visit a destination rather than more sustainable and active alternatives, such as public transport, walking and cycling.
- 1.4 This summary sets out the reasons for the recommended changes to parking charges. The Council aims to fully cover the costs of parking management and enforcement,

influence motorists' transport and parking choices, and ensure that we can manage the provision of on-street parking as part of a modern, efficient and environmentally sustainable transport policy for residents, visitors, and businesses.

## 2 THE PROPOSALS IN DETAIL

2.1 It is essential that permit income keeps pace with the full cost of managing and enforcing Controlled Parking Zones (CPZs). The council also seeks to ensure that the costs and benefits of controlled parking are clear. Residents have asked for controls to protect parking availability for their own vehicles and deter excessive demand for on-street parking from, for example, commuters. It is essential that CPZs are properly managed and enforced. The Council should aim to recover these costs from those who directly benefit from parking controls within CPZs, to ensure that a hidden subsidy is not introduced. Most of the borough's residents do not benefit from the management and enforcement of CPZs, because either they do not own a private vehicle or they do not live in a CPZ.

2.2 Permit prices and on-street charges were last reviewed in January 2020. Since then, permit income from residents and visitors has increasingly failed to match the costs of management and enforcement of CPZs. For example, the income gap relating to permit sales is now estimated to have increased to around £500k p.a. (see paragraph 2.9 below). Action needs to be taken to close this income gap. Specific cost increases have been identified amounting to more than £800k p.a., over the three years 2020/21 to 2023/24.

Examples of cost increases which have impacted over the past three years include:

- Expenditure on Civil Enforcement staff has increased by over £300k.
- Expenditure on IT and printing costs has increased by more than £200k.
- Back-office staffing costs for parking services to motorists have increased by more than £120k. This does not include the increased cost of PCN processing and appeals staff and those involved in moving traffic enforcement, as these costs are covered by PCN revenue.
- Relevant staffing costs have now increased by an additional £150k following implementation of the 2023 pay settlement.

2.3 Charges are also proposed for some previously free permit offers to ensure that the Council's administrative costs, at least, are covered. The opportunity has also been taken to propose reforms to the pricing of visitor permits, to offer a more affordable alternative for residents receiving informal care and support and to reduce costs.

2.4 The same pressure of increased costs applies to the management and enforcement of both on-street pay & display bays and car parks. It is therefore also proposed that charges should be increased for paid-for parking on- and off-street, to address this issue.

2.5 It is argued that the introduction of a diesel supplement to the cost of parking permits has contributed to the decision of many motorists to switch to less-polluting vehicles. It is now proposed to extend this approach to hybrid and petrol vehicles, to encourage a switch to vehicles which contribute less to the impact of the climate emergency.

2.6 Whilst enforcement costs have risen, significant service and efficiency improvements are being delivered. For example, a recent initiative to improve working methods and deploy additional Civil Enforcement Officers has led to the identification of 35% more parking contraventions than in previous years. This provides a higher level of deterrence, leading to less parking contraventions in future and thereby providing additional protection for the parking spaces used by residents and other permit holders, and their visitors. It is anticipated that enforcement costs may need to increase by at least £200k from 2025 onwards to keep pace with salary costs, and to meet the greater demand for enforcement and its wider coverage across the borough.

## 2.7 Summary of Proposals

A summary of the proposals is set out below:

- Resident permits currently vary in price from £70 to £150 p.a., depending on the location of the CPZ. It is proposed to apply a 16.8% increase to the current annual price of resident parking permits, without altering the price structure agreed in January 2020. Rounding prices to the nearest £5 for clarity, the cost of most resident permits will increase by £15 p.a.
- It is proposed to apply the same level of inflation to the price of business, teacher/school staff, NHS, Police and Car Club parking permits.
- It is also proposed to increase the price of on-street pay and display bays and most car park charges, to help contribute to meeting increased costs caused by inflation.
- Permits for electric vehicles need to increase their contribution to the cost of CPZs as their numbers are increasing significantly while the number of diesel and petrol vehicles declines. It is therefore recommended that the Electric Vehicle permit price is increased from £20 to £50, and that the supplement for second or more vehicles is applied to EVs to help manage high demand for parking spaces.
- The price of annual visitor permits increased significantly in 2020. It is now recommended that the price of these visitor permits is reduced to support informal carers and reduce the use of scratch-cards, which are costly and resource-intensive to administer.
- It is recommended that charges are introduced for Carer permits to cover administration costs and eligibility checks. This is proposed to be set at a flat rate of £10 p.a. to ensure that some contribution at least is made towards the costs of permit administration and eligibility checks.
- For casual visitors, E-permits and scratch-cards are now offered at a lower price in many parts of the borough than the cost of public transport alternatives. To remove this price incentive to use private vehicles, it is recommended that these visitor charges be harmonised borough-wide with bus and tram fares. We therefore propose a charge of

£3.50 for half-day parking and £5.25 for a full day, with future pricing explicitly linked to changes in bus and tram fares.

- In order to provide motorists with an incentive to switch to vehicles which have lower carbon emissions, it is proposed to introduce a £150 carbon supplement to the price of annual parking permits for high-emission petrol vehicles. This would only apply to petrol vehicles which emit more than 226g CO<sub>2</sub>/km, aligned with the corresponding national Vehicle Excise Duty band. These are generally large SUVs or 4x4 vehicles, and a small number of older petrol vehicles. The charge would not apply to diesel vehicles for which an equivalent £150 supplement is already paid.

### Inflation

- 2.8 The Council, like most other public authorities, now customarily uses the Consumer Price Index (CPI) to adjust contract prices and charges. Data is published monthly.

Link: [CPI ANNUAL RATE - Office for National Statistics](#)

CPI is widely used within the parking sector, for example to adjust contract costs by local authorities which have outsourced civil enforcement and permit administration services.

- 2.9 The Consumer Price Index was at 108.2 in January 2020. In January 2023 the Index had reached 126.4. Inflation over these three years can therefore be calculated from the formula:  $((126.4/108.2) - 1.0) \times 100\% = 16.82\%$

Focusing on resident permits, the 2022/23 budget planning expectation was that £2.946m permit income would be received to cover the cost of managing and enforcing all the borough's Controlled Parking Zones. A 16.82% average increase in prices should therefore aim to deliver an estimated additional £500k income from permit sales and visitor charges, to help keep pace with increased management and enforcement costs. This planning assumption has been included in the Council's budget and we now seek to address this deficit.

The impact of inflation on Parking services has led to a range of cost pressures on key elements of the service, such as staffing and IT. Examples are in paragraph 2.2 above.

### Impact on permit prices

- 2.10 The basis of the price increases recommended is the application of the inflationary price increase described above to the cost of permits. An increase of 16.8%, rounded to the nearest £5, is proposed for the following permit types:

- Resident permits (see 2.14 and subsequent paragraphs below)
- Business permits (see paragraph 2.13 below)
- Teacher/School staff permits.
- NHS permits and Police staff permits
- Car Club permits

- 2.11 No increase is proposed to the diesel supplement which, at £150, already offers a significant price incentive to switch away from diesel vehicles. The ULEZ expansion and associated scrappage scheme provides a further strong incentive for residents to switch to less-polluting vehicles.
- 2.12 It is not proposed to increase the £900 cost of all-Zone Trader permits. This is considered sufficiently high to manage demand, particularly in the light of the demanding commercial environment currently faced by local small traders.
- 2.13 It is proposed to harmonise the price charged for single-Zone Business permits in Wimbledon town centre with the charge applied in the rest of the borough. Area-based pricing is less relevant where businesses need to move goods and supplies using the borough's road network, whatever their store or office location. Businesses in Wimbledon will still meet their full share of the costs of enforcement by paying the increased £770 borough-wide charge (the current charge is £752 in Wimbledon town centre and £662 elsewhere). In addition, imposing a higher increase in Wimbledon town centre would remove the price incentive for local businesses to continue to purchase a single-Zone Business permit rather than securing an all-Zone Trader permit, risking an increase in non-essential journeys.

#### Resident Permit Prices

- 2.14 Resident permit charges were last reviewed in 2020, having previously been frozen since 2009. The price reform of 2020 introduced a pattern of varied permit prices based on a Public Transport Accessibility Level (PTAL) analysis. Zones with better public transport links and higher levels of traffic are charged higher prices than other Zones. See table below:

Zone and Enforcement Duration (January 2020 prices)	Tier 1 Zones Wimbledon Town Centre	Tier 2 Zones South Wimbledon/ Rayne's Park/ Morden/ part Colliers Wood/	Tier 3 Zones Mitcham/ part Colliers Wood
Long (12 to 14 hrs)	£150 (W3/W4)	£130 (CW5 only)	£90 (Mitcham T/C)
Medium (6 to 10 hrs)	£120	£110	£80
Short (1 to 4 hrs)	£110	£100	£70

- 2.15 Only one Tier 2 CPZ, CW5, is currently charged at a £130 rate. The cost of enforcing this CPZ is only slightly higher than for CPZs in the Medium group, and it is considered that a £20 differential is not necessary. It is therefore proposed to reduce the price differential, between this Zone and the Medium duration Zones, from £20 to £10.

2.16 Applying a 16.8% price increase in all Zones, rounded to the nearest £5 for clarity, would result in an increase in permit prices in most CPZs of £15 p.a. The exceptions are CPZs W3 and W4 in Wimbledon town centre, which receive significantly greater levels of enforcement than other CPZs; the permit price in these two CPZs will increase by £25. Currently around 800 resident permits are in use in CPZs W3 and W4.

The revised resident permit charges are set out in the table below:

Zone and Duration  (Proposed April 2024 prices)	Tier 1 Zones Wimbledon Town Centre	Tier 2 Zones South Wimbledon/ Rayne's Park/ Morden/ part Colliers Wood/	Tier 3 Zones Mitcham/ part Colliers Wood
Long (12 to 14 hrs)	£175 (W3/W4 only)	£135 (CW5 only)	£105 (Mitcham town centre)
Medium (6 to 10 hrs)	£135	£125	£95
Short (1 to 4 hrs)	£125	£115	£85

2.17 In future years, it is proposed that base permit prices (as set out in the table above) should automatically increase in line with CPI inflation on an annual basis, with the next price review scheduled for early 2025 to address cost inflation over the period from January 2023 to January 2025. In subsequent years the annual price review would then just need to cover inflation for the preceding 12-month period. In addition to resident permits, it is proposed that the following permit types should also be index-linked from January 2025:

- Business permits
- Teacher/School staff permits.
- NHS permits and Police staff permits.
- Car Club permits

#### Treatment of electric vehicles

2.18 Electric Vehicle (EV) owners are currently charged £20 for their annual parking permit. EVs make up an increasing proportion of the vehicles parked on-street in CPZs – in 2022, 840 EV permits were issued compared to just 157 issued in 2019. The number of EVs has continued to grow, at the expense of diesel and petrol vehicles. As the number of electric vehicles increases, the proportion of parking management and enforcement costs which need to be covered by permits for these vehicles is also increasing. The current very low charge rate of £20 p.a. is no longer sustainable, given the need to cover costs. It is therefore proposed to increase the charge to £50, which will ensure that the costs of permit administration are fully covered. A moderate contribution is also made to

other management and enforcement costs. This still represents a significantly lower permit cost for EVs compared to the prices charged for petrol vehicles.

- 2.19 In the long-term, the Council will at some point need to consider further above-inflation increases in the price of EV permits, to compensate for the reduction in permit income as even more residents switch away from diesel and petrol vehicles. The owners of EVs will then need to shoulder a higher share of the full costs of managing and enforcing CPZs. The cost of EV permits will in time need to move closer to the price of permits for petrol vehicles, although the council is committed to ensuring that a price differential in favour of EVs should be maintained. Responses to consultation on this issue were very diverse, with 33% of respondents favouring an early transition, and 39% supporting a 10-year timescale. 15% of respondents supported a 5-year timescale (see Appendix 9, Table 20).
- 2.20 It is also recommended that we remove the anomaly whereby EVs, and additional vehicles where the first vehicle is an EV, are excluded from the additional vehicle supplement. The supplement is there to provide an incentive to reduce demand for limited on-street spaces, and this applies to all vehicles no matter their fuel source. The additional supplement should be applied to second and subsequent parking permits, where the first or any other vehicles are EVs, with the objective of managing demand for on-street spaces.

#### Visitor and Carer Permits (summarized in Appendix 2)

- 2.21 In 2020 a £250 supplement was added to the cost of visitor permits, additional to the cost of the equivalent resident permit. Annual Visitor permits, limited to one per household, now cost from £320-£400, depending on the associated CPZ. The supplement comprises the additional cost of both a third permit (£100) and the diesel supplement (£150).
- 2.22 Demand for Visitor permits fell significantly following this price increase, with a corresponding growth in demand for individual e-permit bookings and scratch-cards.
- 2.23 This price differential between resident and visitor permits now appears to be wider than strictly necessary. Very few households require a second or third diesel vehicle permit, and the imposition of both the diesel and additional vehicle supplements appears excessive. Consequently, there has been significant growth in demand for scratch-cards and administrative costs have increased proportionately.
- 2.24 It is now proposed that the supplement for the Visitor permit is reduced to the equivalent of the diesel supplement (£150). In almost all CPZs the Visitor permit would then cost no more than £285 p.a. This still prevents any potential abuse of the Visitor permit to cover a resident's own diesel vehicle or additional petrol vehicle. It is hoped that the price reduction will restore demand for Visitor permits and reduce excessive demand for scratch-cards used as an alternative. Residents who receive regular informal care visits from friends and family, but who do not require daily care through a formal arrangement, will benefit from this price reduction.



2.25 Carer permits are made available to residents who are either Blue Badge holders, or who have high care needs and require daily care visits evidenced by formal professional documentation. At present, there is no charge for a Carer permit. It is now proposed that a £10 charge is introduced, to at least make a contribution to the additional cost of permit administration, including eligibility checks. This is not considered unreasonable given the utility of the Carer permit to residents who need daily care visits, often from several carers. It should be noted that eligibility checks for Carer permits require significantly more staff time than those for resident permits. Officers will undertake a review of the cost, eligibility and gate-keeping of Carer permits during 2024, including a comparison with the approaches to carer parking taken by other relevant London boroughs.

#### Visitor Parking: Scratch-cards and E-permit prices

2.26 Individual parking requests for CPZ residents' visitors, are managed through e-permits and scratch-cards. Prices for half-day or full-day visits to residents are currently charged in accordance with PTAL-led pricing, similar to the pricing pattern applied to resident permits. Depending on the visit location, the charge for visitor parking for a half-day currently varies from £2 to £3.50. The charge for full-day parking varies from £3 to £5. However, this has led to some anomalies. For example, a visitor journey commencing in a high-traffic area may end in a low-traffic area and be charged less than the equivalent visit undertaken in reverse; yet the additional traffic pressure and environmental costs are the same. The complexity of visitor charges lacks clarity for the motorist and resident. Most important of all, in many areas the parking charge for making a visit by car is less than the equivalent fares for using public transport, a much more sustainable alternative.

2.27 It is proposed instead to link visitor charges explicitly to comparable public transport prices, set by TfL London-wide. This would remove any price incentive for motorists to drive rather than use public transport. Bus and tram fares have been chosen, because most car visits to residential areas are made as a cross-borough journey, rather than solely along the main north-south transport arteries served by more expensive tube and rail services.

2.28 It is proposed that the price of a visit of up to a half day be linked to a bus or tram return fare (currently, £3.50) and, for a full day, linked to the capped cost of a day's journeys (currently, £5.25). It is also proposed that these charges should change automatically when, in future, TfL changes the prices charged for bus and tram journeys.

2.29 This change would reduce the variety of different e-permits and scratch-cards on offer from six down to two, which will help in the control of administrative costs. It is acknowledged that some CPZs will see visitor charges increase by more than inflation, however residents in those Zones will continue to be charged lower prices for their own permits than residents in other CPZs.

#### Introduction of a Carbon Supplement

2.30 The London Borough of Merton is committed to responding to the Climate Emergency, caused by the emissions of greenhouse gases including carbon dioxide (CO<sub>2</sub>). Motor

vehicles contribute significantly to these emissions (see Appendix 8). Therefore, we need to take all necessary steps to mitigate the climate risk, improve the air we breathe and improve health outcomes for our citizens. To provide an incentive to reduce carbon emissions, it is recommended that a £150 supplement on the price of annual vehicle permits be imposed on the highest CO<sub>2</sub>-emitting petrol vehicles. In the context of the climate emergency, the objective is to persuade motorists to switch vehicles or use more sustainable modes of travel, thereby reducing carbon emissions. High carbon-emission vehicles also contribute proportionately higher levels of air pollution than other petrol vehicles, given their greater fuel consumption.

- 2.31 The scheme would be applied to the same categories of parking permits as does the existing diesel supplement, which includes resident, business, trader and school staff/teacher permits. It is expected that the additional income provided by the supplement would reduce in time as motorists switch from high carbon-emission vehicles, as has proven to be the case with the diesel supplement.
- 2.32 The carbon supplement would only apply to high-emission petrol vehicles. Permit holders would not be charged double for both the diesel and CO<sub>2</sub> supplements – the maximum ‘environmental’ supplement on a parking permit would therefore remain at £150, equivalent to 41 pence per day.
- 2.33 The supplement would only apply to petrol vehicles which fall within the national Vehicle Excise Duty (VED) top band of at least 226 gCO<sub>2</sub>/km, as determined by the manufacturer. Based on current permit data held by Parking Services, officers calculate that only around 3% of permits (less than 1,000 petrol vehicles) would be subject to the new charge. These are generally permits for larger SUVs and 4x4 vehicles. Benchmarking shows that a carbon supplement at an equivalent level is charged for resident permits in this VED band in at least eight other boroughs.

On-Street Pay & Display Bay Charges

- 2.34 The costs of managing and enforcing on-street Pay and Display bays have also risen with inflation. It is proposed that on-street Pay and Display charges should rise at the same time as we increase CPZ permit prices.
- 2.35 On-street charges were last reviewed in 2020. As with permit prices, on-street bay charges are based on a Public Transport Accessibility Level (PTAL) analysis. Areas with better public transport links and higher levels of traffic are charged higher prices than other areas. See table below:

Tier 1 Zones: £4.50	Tier 2 Zones: £3.00	Tier 3 Zones: £1.50
Wimbledon Town Centre	South Wimbledon/ Rayne’s Park/ Morden/ part Colliers Wood	Mitcham/ part Colliers Wood

2.36 It is now proposed to implement the following increases, which preserve the 1:2:3 ratio introduced in 2020. We also seek to support motorists who wish to continue paying with cash. The inflationary increase has therefore been rounded down to the nearest 10p, to ensure cash can continue to be used easily. The proposed charges represent a consistent 13.3% increase borough-wide:

- Tier 1: £4.50 increasing to £5.10, per hour.
- Tier 2: £3.00 increasing to £3.40, per hour.
- Tier 3: £1.50 increasing to £1.70, per hour.

### Off-Street (Car Park) Charges

2.37 It is proposed that off-street car park charges should increase at the same time as on-street charges. It is essential that a price incentive should be preserved, to persuade motorists to park in off-street car parks where possible, rather than increasing the pressure on limited on-street bays. For that reason, it is proposed that car park price increases should be capped below the percentage price increase recommended for on-street bays (13.3%). A cap of 12.5% in the price increase for car park bays is therefore proposed. As with on-street bays, proposed charges have been rounded down to the nearest coin denomination to support motorists who choose to pay by cash. The proposals are exemplified below.

### **Car Park Bay charges – summary of proposals**

Current charge	Proposed new charge
£0.30 per hour	No change
£0.60 per hour	No change
£0.90 per hour	£1.00 per hour
£1.20 per hour	£1.30 per hour
£0.75 per 30 minutes	£0.80 per 30 minutes
£1.00 per 30 minutes	£1.10 per 30 minutes
£2.00 flat fee	£2.20 flat fee
£2.50 flat fee	£2.80 flat fee
£4.00 flat fee	£4.50 flat fee
£5.00 flat fee	£5.50 flat fee
£7.00 flat fee	£7.50 flat fee

2.38 On the grounds of efficiency and cost reduction we also seek to incentivise season ticket sales, and therefore a lower 10% cap on season ticket price increases is recommended. Season ticket charges vary by area. The proposal for a 10% price increase is set out below:

- Mitcham £300 p.a. – proposed to increase to £330.
- Morden £700 p.a. – proposed to increase to £770.
- Wimbledon (Queens Road car park) £500 p.a. - proposed to increase to £550.

### 3. ALTERNATIVE OPTIONS

- 3.1 In respect of parking permits, the pricing review looked at several other charging options for the future (see Appendix 3). A lower level of increases, or a 'do nothing' approach, would not bridge the gap caused by inflation or make any significant contribution towards improving and reforming the offer to visitors and residents receiving care. On the other hand, a higher level of charges than proposed would not be necessary to cover the increases in costs incurred since January 2020.
- 3.2 Consideration could be given to moving from the PTAL-led permit pricing structure introduced in 2020 to a borough-wide standard permit charge, with a supplement in the W3 and W4 CPZs where a higher level of enforcement is required. Whilst there are arguments for reviewing the practical impact of the PTAL-led approach to permit prices, it is argued that residents would not welcome such a radical change to the pattern of permit pricing borough-wide at this point. A concern has also been raised that this may deter usage of more sustainable transport options.
- 3.3 A previous proposal to replace the current permit pricing structure with carbon emissions-based charging across the board was not welcomed by residents, and was not proceeded with. The proposals in this report have therefore been specifically targeted at only the highest-emission vehicles.
- 3.4 The option of introducing new complexity into the permit pricing scheme, for example by imposing supplements on larger vehicles, has been rejected. In addition, the proposed carbon supplement will lead to a higher permit price for larger SUVs and 4x4 vehicles, which would be duplicated if a size supplement was also introduced.
- 3.5 A suggestion made in consultation, that a discount be offered for shared vehicles, is not considered necessary. A shared vehicle requires only a single permit, replacing the separate permits needed for 2 or more vehicles. In addition, Car Club permits are already available at a lower price than resident permits. A suggestion made in consultation that a discount should be offered for low-mileage vehicles would not be practical, as the council has no way of obtaining such information from motorists.
- 3.6 Changes to the diesel permit supplement are not recommended. The £150 supplement provides a clear incentive to consider a switch away from diesel vehicles. It is not considered that the introduction of a more differentiated supplement scheme is warranted. Account has also been taken of the claims made by manufacturers in the past about lower emissions from some diesel vehicles, which were not then supported by subsequent objective assessment.
- 3.7 In respect of charges for on- and off-street parking, a lower level of increases, or a 'do nothing' approach, would not bridge the gap caused by inflation and increased costs. On the other hand, a higher level of charges would not be necessary to cover inflation-driven cost increases since January 2020, and in the case of car parks risk a disproportionate reduction in demand.

3.8 In respect of the proposed supplement for high-emission vehicles, the arguments for a supplement are set out in paragraphs 2.30 to 2.33 above and in Appendix 8. The recommended threshold for the supplement (recommended at 226 gCO<sub>2</sub>/km or more) could be set at a lower point. However, this would lead to the supplement being applied to significantly more vehicles. It is felt that the targeted approach recommended would focus motorists' attention on those vehicles which contribute most to increasing the risks of climate change.

## 4 CONSULTATION

4.1 A summary of the responses to the public consultation are set out in Appendix 9. 738 responses were received by the closing date of December 13<sup>th</sup>, 2023, of which 689 (93%) were vehicle owners. 575 respondents (78%) knew that they lived within a CPZ; only 14% were clear that they lived outside of a Merton CPZ. The most typical respondent to the survey was a Merton CPZ resident owning a single vehicle. In comparison, there were over 17,000 resident parking permits in use within the borough in December 2023.

4.2 The following proposals received majority support from respondents, who either agreed or strongly agreed:

- The next review of parking permit prices should take effect in January 2025 (74%)
- The price of business permits should be standardized borough-wide (57%)
- The diesel supplement should not be increased above £150 (60%)
- The price of electric vehicle permits should increase to £50 (50% in favour, with 37% against)
- Additional electric vehicles should incur a supplement at the same level as petrol and diesel cars (55%)
- A reduction in the supplement for annual visitor permits from £250 to £150 (67%)
- Standardising day/half-day visitor charges borough-wide (69% in favour); opinion was, however, evenly divided on whether visitor charges should be linked with bus and tram fares, with 43% in favour and 44% against.

4.3 A majority of respondents (52%) did not agree that the council should seek to ensure that the cost of managing and enforcing CPZs should be fully covered by income from parking permits and visitor charges. It is likely that this perspective informed these respondents' views on the questions set out below in paragraphs 4.4 and 4.5. It is difficult to reconcile the understandable desire of permit holders for price increases to be limited, with the council's need to avoid subsidizing the management and enforcement of parking restrictions from Council Tax resources. This is especially important as most Council Tax-payers either do not own a vehicle, or are not resident within a Controlled Parking Zone.

4.4 Most of the 738 respondents were opposed to the following proposals:

- Increasing business permit prices in line with inflation (53% against)
- Introducing a £150 carbon supplement for the highest emission vehicles (67% against)
- Increasing on-street pay and display prices (69% against)
- Increasing off-street car park prices (70% against)

- Increasing the price of other permits (school staff, NHS, police, car clubs) by inflation (72% against)

4.5 The proposal which was most opposed was the proposed increase in the price of resident permits in line with inflation. This was opposed by 81% of respondents. This should of course be seen within the context of the high proportion of respondents who were vehicle owners living within a CPZ, and the need for the Council to meet the full cost of managing and enforcing CPZs.

4.6 The proposal to introduce a £30 charge for Carer permits was opposed by 76% of respondents. In light of this, and the comments made by some respondents, further consideration has been given to this proposal. It is now proposed that a charge for Carer permits of £10 p.a. should be introduced (see paragraph 2.23).

4.7 In addition, a substantive response was received from Merton Active Travel. Merton Active Travel (MAT) supported the following proposals:

- the proposed increases in permit and pay & display charges.
- the proposed carbon emissions-based supplement
- the increase in permit charges for EVs
- the introduction of automatic index-linked increases to permit charges annually.

MAT did not support the reduction in price of annual visitor permits, citing the risk that a resident might abuse the permit to cover their own second diesel car.

MAT made some additional suggestions:

- that emissions standards should progressively tighten over time.
- that vehicle size should be considered when determining parking charges to create an incentive for people to use vehicles that present a lower safety risk.
- that EV permits should be charged at a %age discount on the relevant CPZ permit price for normal petrol vehicles, with a reduction in the discount over time.

4.8 Officers have considered the comments made by MAT.

- i) In respect of visitor permits it is felt that the risk of these permits being abused to cover second diesel vehicles is low, and countered by the advantage of making the visitor permit more accessible to other residents, including those receiving informal care.
- ii) It is recommended that a carbon supplement of £150 should be introduced for vehicles with emissions greater than 226gCO<sub>2</sub>/km. A carbon supplement set at a lower emission band now would impact on a disproportionate number of additional household cars. This will be kept under review as patterns of car ownership change in the future.
- iii) In respect of charges relating to vehicle size, it is acknowledged that larger vehicles may pose a higher safety risk. However, this could make the permit pricing system excessively complex. In addition, the carbon supplement will apply to many larger

SUVs and 4x4 vehicles; additional size charges could therefore represent an excessive penalty.

- iv) As noted in paragraph 2.19 above, charges for electric vehicles will need to be reviewed again in the medium term. It is proposed that the option suggested by MAT should be considered as part of this next review.

4.9 Responses to the consultation were also submitted by the Liberal Democrat Group and Conservative Group. Observations made by both Groups have been addressed in the body of this report, in the appropriate sections.

4.10 The statutory order making procedure for implementing the proposed changes will include a round of synchronised formal consultation on the associated Traffic Management Orders. The requirements and the way in which they are discharged by the Council are set out in appendix 7. Once formal consultation is completed, responses will be reviewed, and a final decision taken.

## **5 TIMETABLE**

5.1 It is intended to introduce the new charges in April 2024. In some cases, particularly where new charges are being introduced for the first time, the changes may be delayed until later in 2024 to avoid conflict with expected changes to the brough's Parking IT systems.

## **6 FINANCIAL, RESOURCE AND PROPERTY IMPLICATIONS**

6.1 The proposed increases in parking charges will inevitably have an effect on parking income. This, however, can be difficult to accurately predict where in some cases we are seeking to reduce unnecessary car usage or demand for on-street spaces. It is emphasized that none of the proposed changes in charges will provide additional savings. All of the additional income raised will be utilized to cover the forecast gap in future income compared to expenditure.

6.2 It is anticipated that the proposed changes to permit charges set out in this report should be sufficient to deliver the £500k p.a. growth in permit income anticipated in budget planning.

6.3 It is anticipated that the proposed increases in on-street pay & display charges and off-street (car park) charges would contribute an additional £300k p.a. income towards the cost of managing and enforcing parking provision on- and off-street.

6.4 In total therefore, the proposed changes to parking charges are expected to increase income by £800k p.a. This is comparable to the identified increases in costs incurred over the period 2020-2023 (see paragraph 2.2 above). During financial year 2024/25, this increase in income may not be fully achieved if price increases are delayed to avoid conflict with expected changes to the brough's Parking IT systems.

6.5 It is anticipated that the introduction of a carbon supplement would raise income of an estimated £90k p.a. in the first year of introduction. However, it is anticipated that this will be balanced by a corresponding reduction in income from the diesel supplement following

recent decisions by CPZ residents to sell or scrap these vehicles. No budget adjustment has therefore been made, reflecting the purpose of the carbon supplement which is to encourage the switch to lower carbon vehicles. The switch to lower carbon- or pollutant-emitting vehicles is the change which the respected supplements are intended to achieve, and it is anticipated that income from both supplements will decline in future years.

- 6.6 These are best estimates at this stage, taking into account the changes proposed and the potential beneficial changes in motorists' choices that we seek to incentivise. The above will be subject to the outcome of the TMO consultation process.
- 6.7 The additional cost of consultation and administering the price increase will be met from the Parking Services revenue expenditure budget. Consultation costs are expected to be around £12k in total.

## **7 LEGAL AND STATUTORY IMPLICATIONS**

- 7.1 On street parking in the borough is regulated by traffic management orders made by the Council. Lengths of highway may be designated for parking by motor vehicles for which purpose a charge may be imposed. The Council exercises its powers pursuant to the Traffic Management Act 2004 and Road Traffic Regulation Act 1984 when designating lengths of highway to be used for parking and charges imposed.
- 7.2 There are two statutory methods of increasing existing on-street parking charges. The Council may make an order pursuant to s46(1A) of the 1984 Act or by issuing a notice pursuant to s46A of the 1984 Act (or a combination of both). For those matters not considered controversial, for example the increase in the administrative charge to issue a parking permit for an electric vehicle from £20 to £50, this could be achieved by notice. For other instances it may be more appropriate to increase prices by making an order. Doing so, shall require the Council to undertake a consultation exercise and to consider any objections made to such a proposal.
- 7.3 It is the practice of the Council to carry out two consultation exercises before it makes a Traffic Management Order. The informal consultation exercise which has already been undertaken has provided officers with an opportunity to develop the proposal before the wider statutory consultation.
- 7.4 Proposed changes to some of the permit charges, for example, visitor and carer permits, would be better achieved by making an Order (after the consultation exercises). Further details appear in Appendix 7. This would ensure the Council has an opportunity to fully address the issues raised by those affected by the increased charges.
- 7.5 For those charges to be changed by notice (s46A of the 1984 Act), the Council is required to give three-weeks' notice. The straightforward statutory process is set out in regulation 25, Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996.
- 7.6 Section 55 of the 1984 Act requires the Council to keep an account of the income and expenditure [“the I&E Account”] in respect of its parking places on the highway. At the end



of each financial year the Council is to make good any deficit in the account out of the general fund. Any surplus must be applied for all or any of the purposes specified in subsection (4) [reproduced below]. And, in so far as the surplus is not so applied, it must be appropriated for the carrying out of some specific project falling within those purposes and carried forward until applied to carrying out

(4) The purposes referred to above [in s54(2) of the 1984 Act] are the following, that is to say -

(a) the making good to the general fund of any amount charged to that fund under subsection (2) above in the 4 years immediately preceding the financial year in question;

(b) meeting all or any part of the cost of the provision and maintenance by the Council of off-street parking accommodation, whether in the open or under cover;

(c) the making to other local authorities or to other persons of contributions towards the cost of the provision and maintenance by them, in the area of the Council or elsewhere, of off-street parking accommodation, whether in the open or under cover

(d) if it appears to the Council that the provision in their area of further off-street parking accommodation is unnecessary or undesirable, the following purposes—

(i) meeting costs incurred, whether by the Council or by some other person, in the provision or operation of, or of facilities for, public passenger transport services,

(ii) the purposes of a highway or road improvement project in the Council's area,

(iii) meeting costs incurred by the Council in respect of the maintenance of roads maintained at the public expense by them,

(iv) the purposes of environmental improvement in the Council's area,

(v) in the case of such local authorities as may be prescribed, any other purposes for which the authority may lawfully incur expenditure;]

(e) meeting all or any part of the cost of the doing by the Council in their area of anything—

(i) which facilitates the implementation of the London transport strategy, and

(ii) which is for the time being specified in that strategy as a purpose for which a surplus may be applied by virtue of this paragraph;

(f) the making to any other London authority of contributions towards the cost of the doing by that other authority of anything towards the doing of which in its own area the Council has power—

(ii) to incur expenditure required to be brought into the I&E Account.

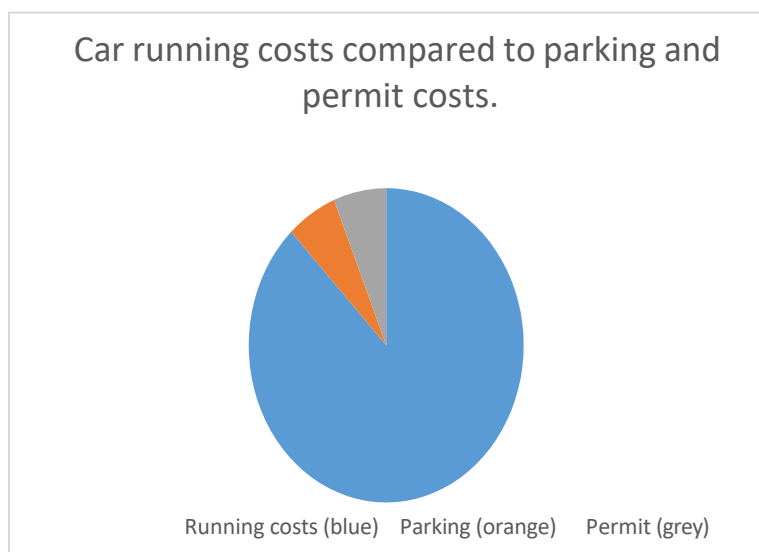
7.7 The Council is mindful of the guidance of Mrs. Justice Lang in the case of ***R (Attfield) v London Borough of Barnet [2013] EWHC 2089 (Admin)***. Surplus funds may only be used in accordance with section 55 of the Road Traffic Regulation Act 1984, and there can be no wider use of the funds under section 122. The purpose of section 122 is to impose a duty on local authorities to exercise their functions under the 1984 Act in accordance with the objects set out therein. The 1984 Act is not a revenue-raising statute. The decision follows ***R v Camden LBC ex p.Cran 1996***. It follows that Members should ignore any benefit in terms of the revenue that may be generated by these proposals when making the decision as to whether to proceed or not.

## 8 HUMAN RIGHTS, EQUALITIES AND COMMUNITY COHESION IMPLICATIONS

8.1 Equality analyses have been undertaken in respect of each of the proposals. These are included in appendix 9. The Council is obliged to have due regard to the Public Sector Equality Duty under section 149 of the Equality Act 2010, which requires the Council to take equalities considerations into account when exercising any of their functions and taking decisions. It is important for public bodies to comply with this statutory duty.

8.2 An increase in parking charges may impact marginally more on those motorists who are on lower incomes than other car owners. However, car owners typically have higher incomes and wealth than households who cannot afford a car. In addition, the cost of a parking permit is small in comparison with the other typical costs of running a car (see chart below). It is considered that the proposed increase in permit prices of around £15 p.a. will not cause significant disadvantage.

8.3 The chart below shows the average spend by car owners on their vehicles in London in recent years. The permit element is based on the typical cost of a resident permit in Merton for a single car. Running costs comprise (1) fuel, (2) servicing and repairs, and (3) insurance and vehicle tax.



9.1 There are no crime and disorder implications associated with this report.

## **10 RISK MANAGEMENT AND HEALTH AND SAFETY IMPLICATIONS**

10.1 There are no health and safety implications associated with this report.

## **11 APPENDICES – THE FOLLOWING DOCUMENTS ARE PUBLISHED WITH THIS REPORT AND FORM PART OF THE REPORT**

Appendix 1 – Summary of main proposals for permit prices.

Appendix 2 – Summary of proposals for visitor and carer permits and charges.

Appendix 3 – Alternative options considered for permit pricing.

Appendices 4 a, b, c – Details of Permit charges and zones.

Appendix 5 – Map of CPZ zones

Appendix 6 - Benchmarking

Appendix 7 – Proposed consultation process

Appendix 8 – Climate Change

Appendix 9 – Responses to Consultation

Appendix 10 a, b, c - Equality Analyses

## **12 BACKGROUND PAPERS**

- Mayor of London’s Transport Strategy 2018, available here:

<https://www.london.gov.uk/sites/default/files/mayors-transport-strategy-2018.pdf>

- Cabinet Report, 12 November 2018, “*Vehicle emissions, public health and air quality – a strategic approach to parking charges*”, available here:

[Agenda for Cabinet on Monday 12 November 2018, 7.15 pm - Merton Council](#)

- Cabinet Report, 10 December 2018, “*Vehicle emissions, public health and air quality – a strategic approach to parking charges 2*”, available here:

[Agenda for Cabinet on Monday 10 December 2018, 7.15 pm - Merton Council](#)

- Cabinet Report, 15 July 2019, “*Public health, air quality and sustainable transport – a strategic approach to parking charges 4*”, available here:

[Agenda for Cabinet on Monday 15 July 2019, 7.15 pm - Merton Council](#)

- Cabinet Report, 10 September 2019, “*Response to the Reference to Cabinet on outcome of call in on strategic approach to parking charges*”, available here:

[Agenda for Cabinet on Tuesday 10 September 2019, 7.15 pm - Merton Council](#)

- Cabinet Report, 23 March 2020, “*Review of Diesel Supplement and proposals for emission based charges*”, available here:

[Agenda for Cabinet on Monday 23 March 2020, 7.15 pm - Merton Council](#)

- Cabinet Report, 18<sup>th</sup> January 2021, “*Emissions based parking charges – a strategic approach*”, available here:

[Agenda for Cabinet on Monday 18 January 2021, 7.15 pm - Merton Council](#)

## **References**

[Merton Parking Annual Report 2022-23](#)

[Parking charges from January 2020 : Parking permits | Merton Council](#)

[CPZ maps and hours of operation | Merton Council](#)

[Find street parking charges and payment terminals | Merton Council](#)

[Parking charges from January 2020 : Car parks | Merton Council](#)

## Appendix One - Summary of Main Proposals on Permit Prices

Permit Type	Income Budget 2022/23	Old price p.a.	New Price p.a.
Car Clubs	£50k apx.	£65	£75 - inflation
NHS On-Street	£50k apx.	£65	£75 - inflation
Resident  For supplementary charges see below	£2.946m	Most within the range £70-£130.  Zones W3 and W4 cost £150.	Increase prices by 16.8%, rounded to nearest £5. In most zones prices would increase by £15, except for zones W3 and W4 which would increase by £25.  Bring CW5 Zone within the new £135 band.  Prices would then increase in line with CPI changes.
Additional supplements for second to fourth vehicles	Included above	£50 cumulative charge	Supplement should be extended to additional permits for EV-owning households, to incentivise reducing pressure for on-street parking spaces
Electric	Included above	£20	Recommend increase to £50. EV owners need to cover permit administration costs and a contribution to management and enforcement. EVs are increasing as a proportion of residents' cars.
Diesel supplement	Included above	£150	Freeze – this is a sufficient incentive, given that the ULEZ has been extended.
Carbon supplement	New proposal	£150 (Petrol vehicles over 226 gCO2/km)	Introduce this supplement to provide an incentive to switch away from very high carbon emission vehicles
Business	£185k apx.	£662 (£752 in Wimbledon town centre)	£770 - inflation  Eliminate higher Wimbledon charge band as costs are fully covered, and to maintain differential with Trader permits.
Trade	£140k apx.	£900	Freeze for now, given the challenging commercial climate for small traders.

Teacher/School Staff	£45k apx.	£188	£220 - inflation
Police	£6k apx.	£212	£250 - inflation

### Appendix Two - Summary – Carer and Visitor Permits

Permit Type	Income forecast 2022/23	Old price	New Price
Carers permits (for Blue Badge holders, and residents with certified high needs receiving daily care).	n/a	No charge at present.	Charge £10 fee to make a contribution towards administrative costs, including eligibility checks.
'Annual' Visitor permit	£1.4m	£320-£400 p.a. depending on CPZ. In 2020, cost was set at permit price plus 3 <sup>rd</sup> vehicle supplement (£100) plus diesel supplement (£150).	Aim to reduce excess use of scratch-cards and daily e-permits, and provide a more affordable option for informal care. Recommend reducing to resident permit price plus £150, sufficient to cover either the diesel supplement or the additional vehicles supplement. Not necessary to cover both.
Scratch Cards and e-permits	Included above	Complex, depends on CPZ  £2/£3/£3.50 (half day)  £3/£4/£5 (full day)	1/2 day Align with bus/tram return fare, currently £3.50. Full day Align with daily cap, currently £5.25. Will in future adjust automatically when TfL amend prices.

### **Appendix Three – alternative options considered for permit pricing**

Permit Type	Recommended	Alternatives
Resident	Increase prices by 16.8% borough-wide, rounding permit prices to nearest £5.	Option - harmonise all zones (except W3 and W4) at a fixed price - option rejected as a further radical change in permit pricing structures may not be welcomed by residents so soon after the 2020 introduction of the PTAL-led price structure. Option – no change – option rejected as inflationary pressure since 2020 would not be addressed
Electric	£50	Option – freeze at £20 – option rejected as this no longer covers a realistic share of service costs. £50 is still significantly lower than permit charges for petrol vehicles.
Business	Increase to £770 for all Zones	Option – increase W3 and W4 permits (only) to £880 – not recommended, as management and enforcement costs are fully covered by a £770 charge, and £880 is too close to Trader permit charge
Resident and Business permits	A supplement for larger vehicles is not proposed	This would add additional complexity to permit pricing and would duplicate the impact of introducing a carbon supplement
Trade	Freeze	Option – increase to £1,050 – option rejected as £900 is considered sufficient to manage demand given current commercial climate
Carer permits	Charge £10 to BB holders and recipients of formal care with supporting documentary evidence.	Option – continue to offer for free – option rejected as no contribution would be made to cover administrative costs, including eligibility checks Option – increase to £30 to fully cover permit administration costs – this option should not be pursued until a review of eligibility and charges is completed
'Annual' Visitor permit	Reduce charge to resident permit price plus £150	Option – freeze or apply inflation – option rejected as the price of the Visitor permit is now considered too high

Scratch Cards and e- permits	1/2 day Align with bus/tram return fare, currently £3.50	Option – maintain PTAL-led pricing differentials and apply 16.8% inflation – option rejected as price would remain
	Full day Align with TfL daily cap, currently £5.25	lower than public transport alternatives in Tier 3 and 2 CPZs, and pricing would remain inconsistent depending on where journeys start and end



## Appendix 4a

### Controlled Parking Zone resident permit charges

#### Tier 1

Zone	Area	Time Group	Old Charge	New Charge	Hours per weekday
W3	Wimbledon	Long	£150	£175	14.5
W4	Wimbledon	Long	£150	£175	14.5
2F	Wimbledon	Medium	£120	£135	10
3E	Wimbledon	Medium	£120	£135	10
3F	Wimbledon	Medium	£120	£135	10
4F	Wimbledon	Medium	£120	£135	10
5F	Wimbledon	Medium	£120	£135	10
VC	Wimbledon Village	Medium	£120	£135	10
VN	Wimbledon Village	Medium	£120	£135	10
VOn	Wimbledon Village	Medium	£120	£135	10
VOs	Wimbledon Village	Medium	£120	£135	10
VOt	Wimbledon Village	Medium	£120	£135	10
VSW	Wimbledon Village	Medium	£120	£135	10
VSW2	Wimbledon Village	Medium	£120	£135	10
W1	Wimbledon	Medium	£120	£135	10
W2	Wimbledon	Medium	£120	£135	10
W5	Wimbledon	Medium	£120	£135	10
W6	Wimbledon	Medium	£120	£135	10
W7	Wimbledon	Medium	£120	£135	10
P3	Wimbledon Park	Medium	£120	£135	7
VNe	Wimbledon Village	Medium	£120	£135	6
VNs	Wimbledon Village	Medium	£120	£135	6
P1	Wimbledon Park	Short	£110	£125	4
P2	Wimbledon Park	Short	£110	£125	4
P2S	Wimbledon Park	Short	£110	£125	4
VSW1	Wimbledon Village	Short	£110	£125	4
VQ	Wimbledon Village	Short	£110	£125	3

## Appendix 4b

### Controlled Parking Zone resident permit charges

#### Tier 2

Zone	Area	Time Group	Old Charge	New Charge	Hours per weekday
CW5	Colliers Wood	Long	£130	£135	12.5
CW	Colliers Wood	Medium	£110	£125	10
CW1	Colliers Wood	Medium	£110	£125	10
CW2	Colliers Wood	Medium	£110	£125	10
CW4	Colliers Wood	Medium	£110	£125	10
M1	Morden	Medium	£110	£125	6
M2	Morden	Medium	£110	£125	6
M3	Morden	Medium	£110	£125	10
M4	Morden	Medium	£110	£125	10
MP2	Merton Park	Medium	£110	£125	10
MP3	Merton Park	Medium	£110	£125	10
MP4	Merton Park	Medium	£110	£125	10
S1	South Wimbledon	Medium	£110	£125	10
S2	South Wimbledon	Medium	£110	£125	10
S3	South Wimbledon	Medium	£110	£125	10
SW	South Wimbledon	Medium	£110	£125	10
MP1	Merton Park	Medium	£110	£125	6
A1	Raynes park	Medium	£110	£125	10
RP	Raynes Park	Medium	£110	£125	10
RPE	Raynes Park	Medium	£110	£125	10
RPN	Raynes Park	Medium	£110	£125	10
RPS	Raynes Park	Medium	£110	£125	10
H1	Haydon Road SW19	Medium	£110	£125	10
H2	Haydon Road SW20	Medium	£110	£125	10
H3	Gap Road	Short	£100	£115	5
RPW	Raynes Park	Short	£100	£115	4
RPC	Raynes Park	Short	£100	£115	1
RPC1	Raynes Park	Short	£100	£115	1



**Appendix 4c**

**Controlled Parking Zone resident permit charges**

**Tier 3**

Zone	Area	Time Group	Old Charge	New Charge	Hours per weekday
MTC	Mitcham	Long	£90	£105	14.5
CH	Cannon Hill	Long	£90	£105	12
WB1	West Barnes	Long	£90	£105	12
LS	Seaton Road	Medium	£90	£105	10
FG1	Eveline Road	Medium	£80	£95	10
FG2	Rialto Road	Medium	£90	£105	10
CW3	Colliers Wood	Medium	£80	£95	10
GC	Mitcham	Medium	£80	£95	10
GC1	Mitcham	Medium	£80	£95	10
GC2	Mitcham	Medium	£80	£95	10
GC3	Mitcham	Medium	£80	£95	10
WB2	West Barnes	Medium	£80	£95	6
MT	Mitcham	Short	£70	£85	4

## **Appendix 5 – Benchmarking**

### **Permit Pricing**

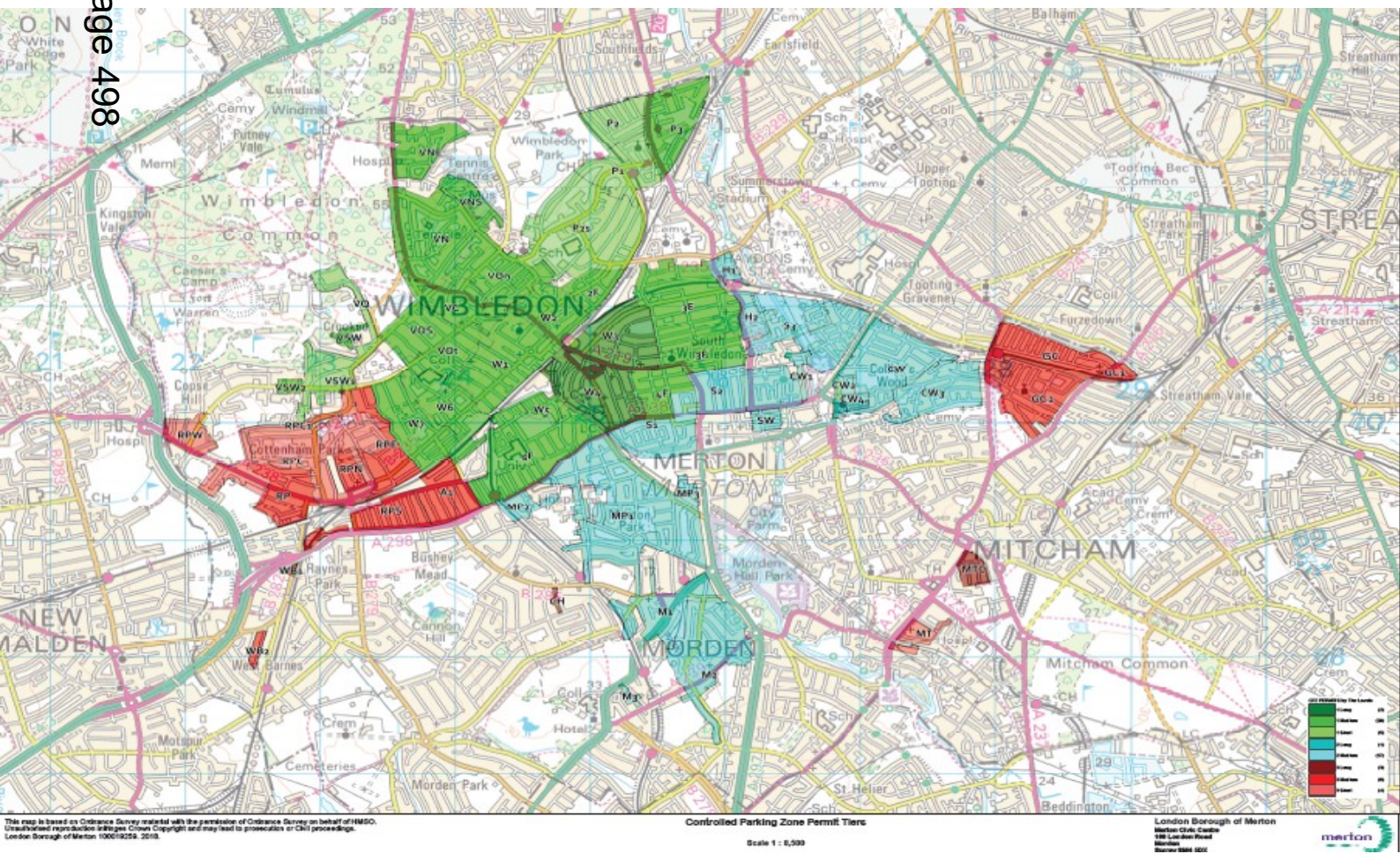
2022 Permit Charges	Charge for first permit with CO2 emissions at 111-185 g/km (£)
Inner London	
Camden	139-312
Greenwich	59-111
Hackney	64-172
Hammersmith & Fulham	119
Islington	44-120
Kensington & Chelsea	150-195
Lambeth	140-209
Lewisham	85-190
Southwark	133
Tower Hamlets	65-155
Wandsworth	79-175
Westminster	112-158
Inner/Outer boundary	
Brent	100
Ealing	76-102
Haringey	51-196
Hounslow	84
Merton	70-150
Newham	60-110
Waltham Forest	55-175
Outer London	
Barking & Dagenham	36-80
Barnet	65-114
Bexley	125
Bromley	50-100
Croydon	104-126
Enfield	110-165
Harrow	54-65
Havering	30
Hillingdon	-
Kingston	97
Redbridge	20
Richmond	-
Sutton	40-80

1. Parking conditions and enforcement levels vary significantly across London
2. Many boroughs now vary permit charges according to CO2 emissions
3. Merton permit charges instead vary by locality
4. Charges for low carbon emission vehicles (less than 110g/km) have therefore been excluded as not directly comparable with Merton charges
5. Similarly, charges for high carbon emission vehicles (more than 186 g/km) have also been excluded from the comparison
6. This report increases the range of permit prices in Merton to £85-£175.
7. Generally, permit prices are lower in boroughs with outsourced parking enforcement. Civil Enforcement Officers are commonly paid at London Living Wage level in those boroughs.

## Appendix 6

### Map of Controlled Parking Zones

Page 498



## Appendix 7

### **FORMAL TMO CONSULTATION**

#### **(Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996**

Formal TMO consultation is as follows:-

1. Notice of proposal is published in the Wimbledon Times (the local newspaper) and in the London Gazette. The public are given 21 days to respond with their representations or objections.
2. On or before the day of publication the notice of proposal is sent to a list of consultees (regulation 6 of the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 along with the draft Order, statement of reasons and a relevant plan showing the lengths of roads that would be affected by the Order. Consultees are requested to respond with their representations or objections by the end of the 21-day notice period.
3. Consultees must include:-

Met Police  
London Fire Brigade  
London Ambulance Service  
Freight Transport Association  
Road Haulage Association

...and may also include:

- AA Roadwatch (for major schemes)
- Age Concern (for certain schemes)
- British Motorcyclists Federation (if it affects motorcycles)
- Bus and Coach Council/ Confederation of Passenger Transport (if it affects buses or coaches)
- Confederation of Passenger Transport

- Friends of the Earth (if it affects cyclists or pedestrians or large shopping centre plans or environmental improvement schemes)
  - Licensed Taxi Drivers' Association (for certain schemes)
  - London Tramlink (for certain schemes)
  - London Travel Watch (only if affects buses)
  - Merton Community Transport (for certain schemes)
  - Neighbouring local authorities (if they are affected)
  - Taxi Ranks (Public Carriage Office) – Transport for London
  - Trafficmaster (RAC) (for certain schemes)
  - Transport for London (buses)
4. The Council may take such other steps as it consider appropriate to ensure adequate publicity is given to the proposal to make a traffic management order, which includes the display notices in roads or other places affected by the order
  5. For major schemes, Traffic engineers / council officers would consult with:
    - a) All Merton councillors,
    - b) Residents Associations,
    - c) Business Associations.
  6. The notice of proposal, draft Order, statement of reasons and a relevant plan are placed on deposit in the Merton Civic Centre and may also be deposited in public libraries.
  7. Any objections made as part of the consultation process are considered. Officers will have regard to all representations made which will form part of a further report to Members, to consider as part of any decision made.
  8. Before making a traffic management order the Council is required to consider all objections duly made and not withdrawn. Any person who objected to the proposal to make the order and did not withdraw the objection and, where the objection was not wholly acceded to, must be notified of the Council's decision and given the reasons for it.
  9. After the Order is made, notice of its making is published in the Wimbledon Times and London Gazette and notices placed on site as applicable. The notice of making and made Order are placed on deposit documents for 6 weeks.

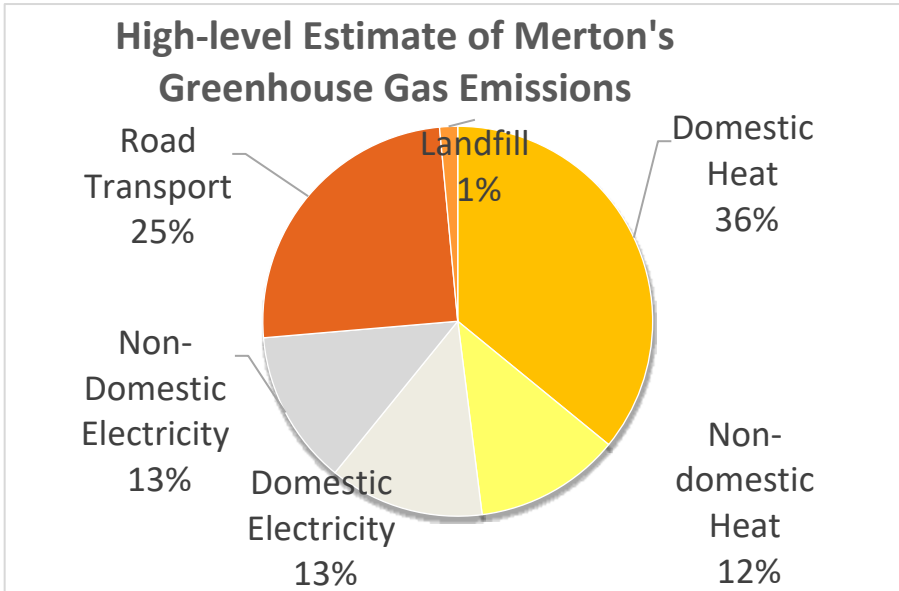


## **Appendix 8 - Climate Change**

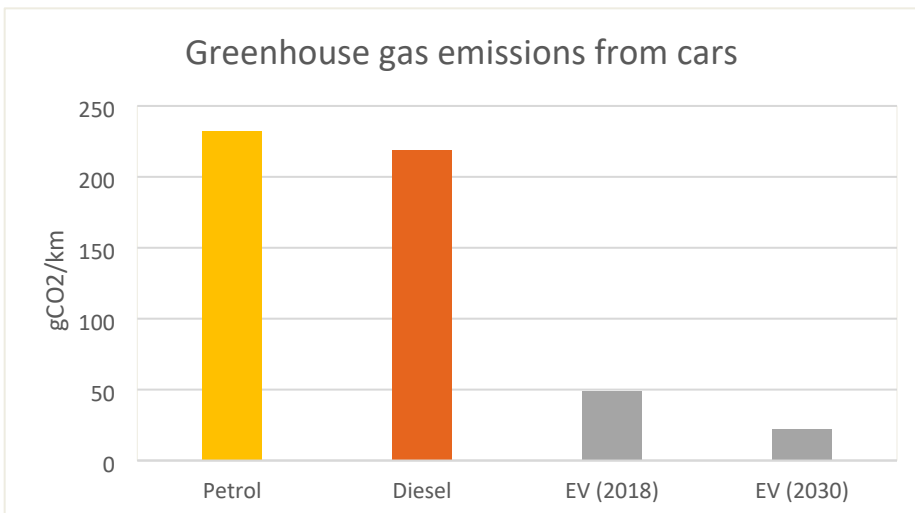
Transport is a major producer of the greenhouse gas emissions that contribute towards climate change. Cars produce more carbon dioxide emissions (CO<sub>2</sub>) than all other modes of transport put together. The latest evidence from the intergovernmental panel on climate change (IPCC) and the Committee on Climate Change suggests that deeper and faster cuts in carbon dioxide (CO<sub>2</sub>) are needed to avoid irreversible damaging effects of climate change than previously thought.

- 1.1 In July 2019, Merton declared a climate emergency and set an ambitious carbon reduction target which aims to make Merton carbon neutral by 2050 and the council by 2030.
- 1.2 The evidence for declaring a climate emergency is overwhelming. In October 2018, the Intergovernmental Panel on Climate Change (IPCC) published a special report on the impacts of global warming of 1.5C. The IPCC found a 1.5C world would have significantly lower climate-related risks for natural and human systems than a 2C world, and that global CO<sub>2</sub> emissions would need to reach net zero around 2050 in order to have no or limited overshoot beyond 1.5C of climate change. The Committee on Climate Change's Net Zero report stated that, to become carbon neutral by 2050, a wholesale transformation of road transport would be required. All petrol and diesel vehicles need to be replaced with low carbon alternatives.
- 1.3 The key sources of greenhouse gas emissions in Merton are road transport and domestic and non-domestic heat and electricity. Merton has direct control over a very small proportion of the borough's emissions (around 2.5%) so it is essential that the Council uses every possible means to influence the behavior of residents, businesses and services to make sustainable transport choices and lead by example.
- 1.4 The Mayor of London's updated London Environment Strategy and his 1.5-degree compatible climate action plan, which already commits London to being a zero-carbon city by 2050, is consistent with national requirements. The Climate Targets set by Merton Council are consistent with becoming a carbon neutral borough over the same timeframe.
- 1.5 Depending on estimates, Merton produces between 0.5m and 1m tons CO<sub>2</sub> emissions per year. A quarter of greenhouse gas emissions are due to transport, mainly due to the 600M km from road traffic each year. Petrol and diesel cars account for around 82% of road traffic, and as such make the greatest contribution to greenhouse gas emissions in the borough.
- 1.6 In 2021 there were approximately 88,000 vehicles registered in Merton, with 68% of households owning at least one. To achieve carbon neutral transport, Merton's residents would need to nearly eliminate the use of petrol and

diesel cars by drastically reducing car journeys and switching to ultra-low emission vehicles such as electric vehicles. This means taking around 2,500 petrol or diesel cars off the road every year to 2050.



1.7 Where cars cannot be replaced with active travel, electric vehicles produce very low levels of air pollution emissions [from brake pads and tyres] and no direct greenhouse gas emissions. Greenhouse emissions from the production of electricity still offer very substantial carbon savings compared to fossil fuel vehicles.



Source: GLA's Zero Carbon Tool

1.8 In response to the Climate Emergency, the Council's transport actions will be consistent with achieving the pace and scale needed to deliver a net zero borough by 2050, and will feed into transport policies across the Council. Many other local authorities are taking a similar approach.

- 1.9 There is a growing body of evidence, which helps us to understand the impact of transport on climate, and the actions that need to take place to achieve a carbon neutral transport system. There is a high level of consensus about the key transformations that need to happen to achieve a net zero transport system. Solutions that deliver greenhouse gas savings will also help with the council's aims to reduce air pollution from vehicles in transport and improve public health.

## **Appendix 9 – Responses to Consultation**

<u>738 respondents accessed the campaign</u>		
<u>1. How many cars or vans are owned by your household?</u>		
Response	Number of Respondents	Percentage of Respondents
None	49	6.64%
1	463	62.74%
2	193	26.15%
3	25	3.39%
4 or more	8	1.08%
<u>2. Please tell us if you live or work in a controlled parking zone in Merton?</u>		
Response	Number of Respondents	Percentage of Respondents
Live in a CPZ	494	66.94%
Work in a CPZ	18	2.44%
Live and work in a CPZ	81	10.98%
Do not live or work in a CPZ in Merton	106	14.36%
Don't know	39	5.28%
<u>Please tell us to what extent you agree or disagree with the following proposals in relation to residents parking permits.</u>		
3. The Council should ensure that the cost of managing and enforcing Controlled Parking Zones is fully covered by income from parking permits and visitor charges?		
Response	Number of Respondents	Percentage of Respondents
Strongly agree	93	14.98%

Agree	175	28.18%
Disagree	183	29.47%
Strongly disagree	141	22.71%
Don't know	29	4.67%
4. Resident permit prices should increase in line with the 16.8% price inflation experienced from January 2020 to January 2023. This will lead to most resident permits increasing in price by £15 each year.		
Response	Number of Respondents	Percentage of Respondents
Strongly agree	54	8.70%
Agree	54	8.70%
Disagree	214	34.46%
Strongly disagree	288	46.38%
Don't know	11	1.77%
5. The next review of permit prices should not take effect until January 2025		
Response	Number of Respondents	Percentage of Respondents
Strongly agree	289	46.54%
Agree	173	27.86%
Disagree	57	9.18%
Strongly disagree	60	9.66%
Don't know	42	6.76%
6. On-street Pay and Display charges should be increased to address increased costs caused by inflation since 2020		
Response	Number of Respondents	Percentage of Respondents
Strongly agree	75	12.08%
Agree	107	17.23%
Disagree	208	33.49%
Strongly disagree	216	34.78%
Don't know	15	2.42%
7. Off-street Car Park charges should also be increased to address inflation since 2020		
Response	Number of Respondents	Percentage of Respondents
Strongly agree	73	11.76%
Agree	94	15.14%
Disagree	205	33.01%
Strongly disagree	227	36.55%
Don't know	22	3.54%

8. The introduction of a £150 supplement on parking permit prices for the highest CO2-emitting petrol vehicles (at least 226g CO2/km)

Response	Number of Respondents	Percentage of Respondents
Strongly agree	110	17.71%
Agree	70	11.27%
Disagree	179	28.82%
Strongly disagree	240	38.65%
Don't know	22	3.54%

9. Standardizing the price of business permits borough-wide

Response	Number of Respondents	Percentage of Respondents
Strongly agree	78	13.38%
Agree	226	38.77%
Disagree	101	17.32%
Strongly disagree	56	9.61%
Don't know	122	20.93%

10. Increasing the price of business permits in line with the proposed inflation increase

Response	Number of Respondents	Percentage of Respondents
Strongly agree	78	13.49%
Agree	132	22.84%
Disagree	171	29.58%
Strongly disagree	138	23.88%
Don't know	59	10.21%

11. Increasing the price of other permits (Teachers/School Staff, NHS, Police and Car Clubs) in line with the proposed inflation increase

Response	Number of Respondents	Percentage of Respondents
Strongly agree	49	8.43%
Agree	80	13.77%
Disagree	184	31.67%
Strongly disagree	238	40.96%
Don't know	30	5.16%

12. Freezing the price of Trader permits for 5 years

Response	Number of Respondents	Percentage of Respondents
Strongly agree	137	23.74%
Agree	192	33.28%
Disagree	93	16.12%
Strongly disagree	42	7.28%
Don't know	113	19.58%

13. Freezing the cost of the diesel supplement at £150 each year

Response	Number of Respondents	Percentage of Respondents
Strongly agree	154	26.78%
Agree	195	33.91%
Disagree	86	14.96%
Strongly disagree	69	12%
Don't know	71	12.35%

14. Increasing in cost of electric vehicle permits from £20 to £50 each year, to cover permit issuance and other costs

Response	Number of Respondents	Percentage of Respondents
Strongly agree	192	33.16%
Agree	144	24.87%
Disagree	93	16.06%
Strongly disagree	124	21.42%
Don't know	26	4.49%

15. Applying a supplement to permits for additional electric cars, at the same cost as the supplement for additional diesel and petrol cars

Response	Number of Respondents	Percentage of Respondents
Strongly agree	197	33.73%
Agree	128	21.92%
Disagree	100	17.12%
Strongly disagree	116	19.86%
Don't know	43	7.36%

16. The introduction of a £30 charge for Carer permits, to ensure that the costs of permit issuance are fully covered

Response	Number of Respondents	Percentage of Respondents
Strongly agree	43	7.57%

Agree	73	12.85%
Disagree	184	32.39%
Strongly disagree	247	43.49%
Don't know	21	3.70%

17. Reduce the supplement for annual visitor permits from £250 to £150 each year.

Response	Number of Respondents	Percentage of Respondents
Strongly agree	206	36.14%
Agree	177	31.05%
Disagree	86	15.09%
Strongly disagree	55	9.65%
Don't know	46	8.07%

18. Standardizing visitor charges borough-wide

Response	Number of Respondents	Percentage of Respondents
Strongly agree	153	27.37%
Agree	233	41.68%
Disagree	75	13.42%
Strongly disagree	36	6.44%
Don't know	62	11.09%

19. Linking visitor parking charges with bus and tram journey fares, £3.50 for up to half-day parking and £5.25 for up to a full day

Response	Number of Respondents	Percentage of Respondents
Strongly agree	83	14.54%
Agree	164	28.72%
Disagree	130	22.77%
Strongly disagree	125	21.89%
Don't know	69	12.08%

20. As diesel and petrol vehicles are phased out, eventually most residents will have Electric Vehicles at which point a subsidised permit will cover less than the cost of managing and enforcing controlled parking zones.

Over what timescale do you think the council should move the price of parking permits for Electric Vehicles closer to the price for petrol vehicles?

Response	Number of Respondents	Percentage of Respondents
As soon as possible	188	32.81%
Within the next 5 years	87	15.18%
Over a ten year timescale	224	39.09%
Don't know	74	12.91%



## Appendix 10a – Equality Analysis: Charges for parking permits and CPZ visitors

What are the proposals being assessed?	A review of parking permit prices in Controlled Parking Zones, principally to catch up with inflation from January 2020 to January 2023.
Which Department/ Division has the responsibility for this?	ECPC/ Public Protection/ Parking Services

Stage 1: Overview	
Name and job title of lead officer	Gavin Moore, Parking Services
1. What are the aims, objectives and desired outcomes of your proposal? (Also explain proposals e.g. reduction/removal of service, deletion of posts, changing criteria etc)	A review of parking permit prices in Controlled Parking Zones, principally to catch up with inflation from January 2020 to January 2023.  In addition, reform of visitor charges to better meet the needs of cared-for residents
2. How does this contribute to the council's corporate priorities?	The proposals will ensure that charges are sufficient to meet the costs of parking services, supporting considerate and legal parking and driving, and financial self-sufficiency and efficiency: Civic Pride  Reform of visitor pricing will seek to provide better options for carers: Civic Pride
3. Who will be affected by this proposal? For example, who are the external/internal customers, communities, partners, stakeholders, the workforce etc.	1. Residents who own cars in CPZs and wish to park on-street 2. Cared-for residents whose carers require parking in CPZs
4. Is the responsibility shared with another department, authority or organisation? If so,	This is a Public Protection/Parking Services lead  Future Merton/Highways are the key partner.

who are the partners and who has overall responsibility?	
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Stage 2: Collecting evidence/ data

5. What evidence have you considered as part of this assessment?

We have records of current permit issuance.

Car ownership is associated with relatively higher income levels and wealth, and is therefore less common amongst the specific equality groups identified below.

Stage 3: Assessing impact and analysis

From the evidence you have considered, what areas of concern have you identified regarding the potential negative and positive impact on one or more protected characteristics (equality groups)?

Protected characteristic (equality group)	Tick which applies		Tick which applies		Reason Briefly explain what positive or negative impact has been identified
	Positive impact		Potential negative impact		
	Yes	No	Yes	No	
Age		X		X	People under 21 or over 65 are less likely to be car owners
Disability	X			X	Reform of visitor charges seeks to improve our offer to carers whilst fully covering administration costs and deterring any potential permit abuse
Gender Reassignment		X		X	No disproportionate impact
Marriage and Civil Partnership		X		X	No disproportionate impact
Pregnancy and Maternity		X		X	No disproportionate impact
Race		X	X		Possible impact - BAME car owners may be on average less well off than white car owners. However, there is no evidence base to confirm this. See discussion under socio-economic status below. BAME residents are less likely to be car owners.

Religion/ belief		X		X	No disproportionate impact
Sex (Gender)		X		X	Men are more likely to be car owners than women
Sexual orientation		X		X	No disproportionate impact
Socio-economic status		X	X		Possible impact – higher prices may impact more on drivers who are less wealthy than other car owners. However, car owners typically have higher incomes and wealth than households who cannot afford a car.

If you have identified a negative impact, how do you plan to mitigate it?

An increase in permit prices of £15 p.a. is of very low impact compared to the cost of owning and keeping a car on the road, which insurance companies estimate to be at least £3k p.a.

#### Stage 4: Conclusion of the Equality Analysis

8. Which of the following statements best describe the outcome of the EA

- Outcome 1 – The EA has not identified any potential for discrimination or negative impact and all opportunities to promote equality are being addressed.
- Outcome 2 – The EA has identified adjustments to ...better promote equality. Proposed actions are included in the Action Plan.
- Outcome 3 – The EA has identified some potential for negative impact or some missed opportunities to promote equality and it may not be possible to mitigate this fully.
- Outcome 4 – The EA shows actual or potential unlawful discrimination.

Stage 5: Improvement Action Pan

9. Equality Analysis Improvement Action Plan template – Making adjustments

This action plan should be completed after the analysis and should outline action(s) to be taken to mitigate the potential negative impact identified (expanding on information provided in Section 7 above).

Potential Negative or Positive Impact	Action required	How will you know this is achieved? e.g. performance measure/ target)	By when	Existing or additional resources ?	Lead Officer	Action added to divisional/ team plan?
Provide better parking permit options for carers and cared-for	Reform of visitor permit options and prices	Develop proposals Analyse uptake of revised offer	Complete Q1 2024/5	Existing	Gavin Moore	Yes
Higher permit prices of £15 p.a. may have marginally greater impact on car owners who are not as well off as other car owners	None. Permit prices are a service charge for the management and enforcement of CPZs, and of equal benefit for all resident car owners. Increased charges of £15 p.a. will not have a significant impact.	n/a	n/a	n/a	n/a	n/a

Note that the full impact of the decision may only be known after the proposals have been implemented; therefore it is important the effective monitoring is in place to assess the impact.


Stage 6: Reporting outcomes

10. Summary of the equality analysis

This section can also be used in your decision-making reports (CMT/Cabinet/etc) but you must also attach the assessment to the report, or provide a hyperlink

This Equality Analysis has resulted in an <a href="#">2</a> Assessment Outcome
The Action has essentially been the review of visitor parking permit options to better meet the needs of the cared-for and their carers.

Stage 7: Sign off by Director/ Head of Service

Assessment completed by	Gavin Moore, Parking Services	Signature: <a href="mailto:gavin.moore@merton.gov.uk">gavin.moore@merton.gov.uk</a>	Date: 02/12/2022
Improvement action plan signed off by Director/ Head of Service	Adrian Ash, interim Director of Environment, Civic Pride and Climate	Signature: 	Date:07/12/2022

## Appendix 10b – Equality Analysis: On- and Off-Street Parking Charges

What are the proposals being assessed?	A review of on- and off-street parking charges, principally to catch up with inflation from January 2020 to January 2023.
Which Department/ Division has the responsibility for this?	ECPC/ Public Protection/ Parking Services

Stage 1: Overview	
Name and job title of lead officer	Gavin Moore, Parking Services
1. What are the aims, objectives and desired outcomes of your proposal?	A review of on- and off-street parking charges, principally to catch up with inflation from January 2020 to January 2023.
2. How does this contribute to the council's corporate priorities?	The proposals will ensure that charges are sufficient to meet the costs of parking services, supporting considerate and legal parking and driving, and financial self-sufficiency and efficiency:
3. Who will be affected by this proposal?	Motorists who wish to park on-street or in car parks within Merton
4. Is the responsibility shared with another department, authority or organisation? If so,	This is a Public Protection/Parking Services lead Future Merton/Highways are the key partner.



who are the partners and who has overall responsibility?	
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Stage 2: Collecting evidence/ data

5. What evidence have you considered as part of this assessment?

We have records of parking income and expenditure relating to on-street parking bays and car parks. Car ownership is associated with relatively higher income levels and wealth, and is therefore less common amongst the specific equality groups identified below.

Stage 3: Assessing impact and analysis

From the evidence you have considered, what areas of concern have you identified regarding the potential negative and positive impact on one or more protected characteristics (equality groups)?

Protected characteristic (equality group)	Tick which applies		Tick which applies		Reason Briefly explain what positive or negative impact has been identified
	Positive impact		Potential negative impact		
	Yes	No	Yes	No	
Age		X		X	People under 21 or over 65 are less likely to be car owners
Disability		X		X	Parking for Blue Badge holders will continue to be free
Gender Reassignment		X		X	No disproportionate impact
Marriage and Civil Partnership		X		X	No disproportionate impact
Pregnancy and Maternity		X		X	No disproportionate impact
Race		X	X		Possible impact - BAME car owners may be on average less well off than white car owners. However, there is no evidence base to confirm this. See discussion under socio-economic status below. BAME residents are less likely to be car owners.

Religion/ belief		X		X	No disproportionate impact
Sex (Gender)		X		X	Men are more likely to be car owners than women
Sexual orientation		X		X	No disproportionate impact
Socio-economic status		X	X		Possible impact – higher prices may impact more on drivers who are less wealthy than other car owners. However, car owners typically have higher incomes and wealth than households who cannot afford a car.

If you have identified a negative impact, how do you plan to mitigate it?

An increase in parking charges of no more than inflation would be of very low impact compared to the cost of owning and keeping a car on the road, which insurance companies estimate to be at least £3k p.a.

#### Stage 4: Conclusion of the Equality Analysis

8. Which of the following statements best describe the outcome of the EA

- Outcome 1 – The EA has not identified any potential for discrimination or negative impact and all opportunities to promote equality are being addressed.
- Outcome 2 – The EA has identified adjustments to ...better promote equality. Proposed actions are included in the Action Plan.
- Outcome 3 – The EA has identified some potential for negative impact or some missed opportunities to promote equality and it may not be possible to mitigate this fully.
- Outcome 4 – The EA shows actual or potential unlawful discrimination.

Stage 5: Improvement Action Pan

9. Equality Analysis Improvement Action Plan template – Making adjustments

This action plan should be completed after the analysis and should outline action(s) to be taken to mitigate the potential negative impact identified (expanding on information provided in Section 7 above).

Potential Negative or Positive Impact	Action required	How will you know this is achieved? e.g. performance measure/ target)	By when	Existing or additional resources?	Lead Officer	Action added to divisional/ team plan?
Increases in parking charges may have marginally greater impact on car owners who are not as well off as other car owners	None. Parking charges help to manage parking demand and contribute to the costs of management and enforcement of on-street bays and car parks. Increased charges of no more than inflation will not have a significant impact.	n/a	n/a	n/a	n/a	n/a

Note that the full impact of the decision may only be known after the proposals have been implemented; therefore it is important the effective monitoring is in place to assess the impact.

Stage 6: Reporting outcomes

10. Summary of the equality analysis

This section can also be used in your decision-making reports (CMT/Cabinet/etc) but you must also attach the assessment to the report, or provide a hyperlink

This Equality Analysis has resulted in an <u>3</u> Assessment Outcome
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Stage 7: Sign off by Director/ Head of Service			
Assessment completed by	Gavin Moore, Parking Services	Signature: <a href="mailto:gavin.moore@merton.gov.uk">gavin.moore@merton.gov.uk</a>	Date: 06.12.2023
Improvement action plan signed off by Director/ Head of Service	Dan Jones, Director of Environment, Civic Pride and Climate	Signature: <a href="mailto:dan.jones@merton.gov.uk">dan.jones@merton.gov.uk</a>	Date:

What are the proposals being assessed?	Introduction of a high carbon-emission supplement on some parking permits
Which Department/ Division has the responsibility for this?	ECPC/ Public Protection/ Parking Services

Stage 1: Overview	
Name and job title of lead officer	Gavin Moore, Parking Services
1. What are the aims, objectives and desired outcomes of your proposal?	The introduction of a high carbon-emission supplement would apply to some parking permits for residents, businesses, traders and school staff/teachers. The supplement would only apply to vehicles that emit more than 226 gCO <sub>2</sub> /km. this aims to provide an incentive for motorists to switch to vehicles with lower carbon emissions or more sustainable transport options.
2. How does this contribute to the council's corporate priorities?	The proposal aims to provide an incentive to reduce the number of high carbon-emission vehicles in Merton's Controlled Parking Zones (CPZs), reducing carbon emissions to tackle climate change: Building a Sustainable Future
3. Who will be affected by this proposal?	Residents and other motorists who park high carbon-emission vehicles in CPZs, estimated to be 3% of permit-holders.
4. Is the responsibility shared with another department, authority or organisation? If so, who are the partners and who has overall responsibility?	This is a Public Protection/Parking Services lead.  Future Merton/Highways are the key partner.

Stage 2: Collecting evidence/ data

5. What evidence have you considered as part of this assessment?

We have comprehensive records of the carbon-emission ratings of vehicles issued with parking permits. Ownership of high carbon-emission vehicles is associated with relatively higher income levels and wealth, and is therefore less common amongst the specific equality groups identified below.

Stage 3: Assessing impact and analysis

From the evidence you have considered, what areas of concern have you identified regarding the potential negative and positive impact on one or more protected characteristics (equality groups)?

Protected characteristic (equality group)	Tick which applies		Tick which applies		Reason Briefly explain what positive or negative impact has been identified
	Positive impact		Potential negative impact		
	Yes	No	Yes	No	
Age		X		X	People under 21 or over 65 are less likely to be car owners
Disability		X		X	Blue Badge holders will continue to be allowed to park for free.
Gender Reassignment		X		X	No disproportionate impact
Marriage and Civil Partnership		X		X	No disproportionate impact
Pregnancy and Maternity		X		X	No disproportionate impact
Race		X		X	See discussion under socio-economic status below. BAME residents are less likely to be car owners.
Religion/ belief		X		X	No disproportionate impact
Sex (Gender)		X		X	Men are more likely to be car owners than women.
Sexual orientation		X		X	No disproportionate impact
Socio-economic status		X		X	High carbon-emission vehicle owners typically have higher incomes and wealth than other households, many of whom cannot afford a car.

If you have identified a negative impact, how do you plan to mitigate it?

N/A

Stage 4: Conclusion of the Equality Analysis

8. Which of the following statements best describe the outcome of the EA

- Outcome 1 – The EA has not identified any potential for discrimination or negative impact and all opportunities to promote equality are being addressed.
- Outcome 2 – The EA has identified adjustments to ...better promote equality. Proposed actions are included in the Action Plan.
- Outcome 3 – The EA has identified some potential for negative impact or some missed opportunities to promote equality and it may not be possible to mitigate this fully.
- Outcome 4 – The EA shows actual or potential unlawful discrimination.

Stage 5: Improvement Action Pan

9. Equality Analysis Improvement Action Plan template – Making adjustments

This action plan should be completed after the analysis and should outline action(s) to be taken to mitigate the potential negative impact identified (expanding on information provided in Section 7 above).

Potential Negative or Positive Impact	Action required	How will you know this is achieved? e.g. performance measure/ target)	By when	Existing or additional resources ?	Lead Officer	Action added to divisional/ team plan?
N/A	N/A	n/a	n/a	n/a	n/a	n/a

Note that the full impact of the decision may only be known after the proposals have been implemented; therefore it is important the effective monitoring is in place to assess the impact.

Stage 6: Reporting outcomes

10. Summary of the equality analysis

This section can also be used in your decision-making reports (CMT/Cabinet/etc) but you must also attach the assessment to the report, or provide a hyperlink

This Equality Analysis has resulted in an 1 Assessment Outcome

Stage 7: Sign off by Director/ Head of Service			
Assessment completed by	Gavin Moore, Parking Services	Signature: <a href="mailto:gavin.moore@merton.gov.uk">gavin.moore@merton.gov.uk</a>	Date: 06.12.2023
Improvement action plan signed off by Director/ Head of Service	Dan Jones, Director of Environment, Civic Pride and Climate	Signature: <a href="mailto:dan.jones@merton.gov.uk">dan.jones@merton.gov.uk</a>	Date: