

# Public Document Pack



## **OVERVIEW & SCRUTINY COMMITTEE**

Thursday, 15 December 2022 at 7.00 pm  
Conference Room, Civic Centre, Silver  
Street, Enfield, EN1 3XA

Contact: Democracy

Direct: 020-8132 1558  
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E-mail: [democracy@enfield.gov.uk](mailto:democracy@enfield.gov.uk)  
Council website: [www.enfield.gov.uk](http://www.enfield.gov.uk)

Councillors : Margaret Greer (Chair), Bektas Ozer (Vice-Chair), Maria Alexandrou, Nawshad Ali, Elif Erbil, James Hockney, Mohammad Islam, Michael Rye OBE and Rick Jewell

Education Statutory Co-optees: 1 vacancy (Church of England diocese representative), vacancy (other faiths/denominations representative), vacancy (Catholic diocese representative), Alicia Meniru & 1 vacancy (Parent Governor Representative).

Enfield Youth Parliament Co-optees (2)  
Support Officer – Marie Lowe (Governance & Scrutiny Officer)

## **AGENDA – PART 1**

### **1. WELCOME & APOLOGIES**

### **2. DECLARATIONS OF INTEREST**

Members of the Council are invited to identify any disclosable pecuniary, other pecuniary or non-pecuniary interests relevant to the items on the agenda.

### **3. MINUTES OF PREVIOUS MEETINGS**

To agree the minutes of the Overview and Scrutiny Committee meeting held on 10 November 2022 and 24 November 2022.

To follow.

### **4. DECISION CALLED-IN - KD 5546 CHANGES TO CONTROLLED PARKING ZONE PERMIT CHARGES (Pages 1 - 4)**

To review the decision of the Cabinet Member for Environment taken on 25 November 2022 as a result of the matter having been called-in.

**4.a REASONS FOR CALL-IN - KD 5546 Changes to Controlled Parking Zone Permit Charges (Pages 5 - 8)**

The reasons for call-in received from thirteen members of the Council.

**4.b RESPONSE TO REASONS FOR CALL-IN - KD Changes to Controlled Parking Zone Permit Charges (Pages 9 - 14)**

The response to the reasons for call-in.

**4.c ORIGINAL DECISION OF CALL-IN - KD 5546 Changes to Controlled Parking Zone Permit Charges (Pages 15 - 46)**

The original decision documents.

**5. DECISION CALLED-IN - KD 5357 MERIDIAN WATER SECURITY BUDGET EXTENSION (Pages 47 - 50)**

To review the decision of the Director of Development, Peter George taken on 28 November 2022 as a result of the matter having been called-in.

**5.a REASONS FOR CALL-IN - KD 5357 Meridian Water Security Budget Extension (Pages 51 - 54)**

The response to the reasons for call-in.

**5.b RESPONSE TO REASONS FOR CALL-IN - KD 5357 Meridian Water Security Budget Extension (Pages 55 - 58)**

The original decision documents.

**5.c ORIGINAL DECISION OF CALL-IN - KD 5357 Meridian Water Security Budget Extension (Pages 59 - 68)**

The original decision documents.

**6. DATES OF FUTURE MEETINGS**

To note that the date of the next business meeting is on Monday, 16 January 2023 at 7pm.

**AGENDA - PART TWO**

**7. EXCLUSION OF THE PRESS AND PUBLIC**

To consider passing a resolution under Section 100(A) of the Local Government Act 1972 excluding the press and public from the meeting for the items of business listed on part 2 of the agenda on the grounds that they involve the likely disclosure of exempt information as defined in those paragraphs of Part 1

of Schedule 12A to the Act (as amended by the Local Government (Access to Information) (Variation) Order 2006). (Members are asked to refer to the part 2 agenda).

**8. ORIGINAL DECISION CALL-IN - KD 5357 MERIDIAN WATER SECURITY BUDGET EXTENSION** (Pages 69 - 72)

Confidential Appendix in relation to Item 5c.

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**London Borough of Enfield****Overview & Scrutiny Committee****Meeting Date: 15 December 2022**

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**Subject: Call in – Changes to Controlled Parking Zone Permit Charges****Cabinet Member: Cllr. Rick Jewell, Cabinet Member for Environment****Key Decision: KD 5512**

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**Purpose of Report**

1. This report details a call-in submitted in relation to the following decision:

Cllr. Rick Jewell, Cabinet Member for Environment (taken on 16 November 2022). This has been “Called In” by 13 members of the Council; Councillors Alessandro Georgiou (Lead), Lee Chamberlain, Andrew Thorp, Paul Pratt, Adrian Grumi, Stephanos Ioannou, Reece Fox, Ruby Sampson, Julian Sampson, David Skelton, Peter Fallart, Edward Smith and Emma Supple.

Details of this decision were included on Publication of Decision List No.26/22-23 issued on 17 November 2022.

In accordance with the Council’s Constitution, Overview and Scrutiny Committee is asked to consider the decision that has been called-in for review.

**Proposal(s)**

2. That Overview and Scrutiny Committee considers the called-in decision and either:
  - (a) Refers the decision back to the decision-making person or body for reconsideration setting out in writing the nature of its concerns. The decision-making person or body then has 14 working days in which to reconsider the decision; or
  - (b) Refer the matter to full Council; or
  - (c) Confirm the original decision.
3. Once the Committee has considered the called-in decision and makes one of the recommendations listed at (a), (b) or (c) above, the call-in process is completed. A decision cannot be called in more than once.
4. If a decision is referred back to the decision-making person or body; the implementation of that decision shall be suspended until such time as the decision-making person or body reconsiders and either amends or confirms the decision, but the outcome on the decision should be reached within 14 working

days of the reference back. The Committee will subsequently be informed of the outcome of any such decision

### **Relevance to the Council's Plan**

5. The council's values are upheld through open and transparent decision making and holding decision makers to account.

### **Background**

6. The request received on 21 November 2022 to "call-in" the decision of the Cllr. Rick Jewell, Cabinet Member for Environment taken on 16 November 2022 was submitted under rule 18 of the Scrutiny Procedure Rules. It was considered by the Monitoring Officer.
7. The Call-in request fulfilled the required criteria and the decision is referred to the Overview & Scrutiny Committee in order to consider the actions stated under 2 in the report.
8. Implementation of the Portfolio decision related to this report will be suspended whilst the "Call-in" is considered.

### **Reasons and alternative course of action proposed for the "Call in"**

9. Please see the reasons for call in under item 4.1 and officer responses at item 4.2.

### **Proposed course of action is for referral back to the Deputy Leader.**

10. Having met the "Call-in" request criteria, the matter is referred to the Overview and Scrutiny Committee in order to determine the "Call-in" and decide which action listed under section 2 that they will take.

The following procedure is to be followed for consideration of the "Call-in":

- i. The Chair explains the purpose of the meeting and the decisions which the Committee is able to take.
- ii. The Call-in lead presents their case, outlining the reasons for call in.
- iii. The Cabinet Member/ Decision maker and officers respond to the points made.
- iv. General debate during which Committee members may ask questions of both parties with a view to helping them make up their mind.
- v. The Call in Lead sums up their case.
- vi. The Chair identifies the key issues arising out of the debate and calls for a vote after which the call in is concluded. If there are equal numbers of votes for and against, the Chair will have a second or casting vote.
- vii. It is open to the Committee to either;
  - a. take no further action and therefore confirm the original decision
  - b. to refer the matter back to Cabinet -with issues (to be detailed in the minute) for Cabinet to consider before taking its final decision.

- c. to refer the matter to full Council for a wider debate (NB: full Council may decide either to take no further action or to refer the matter back to Cabinet with specific recommendations for them to consider prior to decision taking).

### **Main Considerations for the Council**

11. To comply with the requirements of the Council's Constitution, scrutiny is essential to good governance, and enables the voice and concerns of residents and communities to be heard and provides positive challenge and accountability.

### **Safeguarding Implications**

12. There are no safeguarding implications.

### **Public Health Implications**

13. There are no public health implications.

### **Equalities Impact of the Proposal**

14. There are no equality implications.

### **Environmental and Climate Change Considerations**

15. There are no environmental and climate change considerations.

### **Risks that may arise if the proposed decision and related work is not taken**

16. There are no key risks associated with this report.

### **Risks that may arise if the proposed decision is taken and actions that will be taken to manage these risks**

17. There are no key risks associated with this report.

### **Financial Implications**

18. There are no financial implications.

### **Legal Implications**

19. S 21, S 21A-21C Local Government Act 2000, s.19 Police and Justice Act 2006 and regulations made under s.21E Local Government Act 2000 define the functions of the Overview and Scrutiny committee. The functions of the committee include the ability to consider, under the call-in process, decisions of Cabinet, Cabinet Sub-Committees, individual Cabinet Members or of officers under delegated authority.
20. Part 4, Section 18 of the Council's Constitution sets out the procedure for call-in. Overview and Scrutiny Committee, having considered the decision may:

refer it back to the decision-making person or body for reconsideration; refer to full Council or confirm the original decision.

21. The Constitution also sets out at section 18.2, decisions that are exceptions to the call-in process.

### **Workforce Implications**

22. There are no workforce implications.

### **Property Implications**

23. There are no property implications.

### **Other Implications**

24. There are no other implications.

### **Options Considered**

25. Under the terms of the call-in procedure within the Council's Constitution, Overview & Scrutiny Committee is required to consider any eligible decision called-in for review. The alternative options available to Overview & Scrutiny Committee under the Council's Constitution, when considering any call-in, have been detailed in section 2 above.

### **Conclusions**

26. The Committee following debate at the meeting will resolve to take one of the actions listed under section 2 and the item will then be concluded.

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Report Author: Marie Lowe  
Governance & Scrutiny Officer  
Email: marie.lowe@enfield.gov.uk  
Tel No. 020 8132 1558

Date of report: 6 December 2022

### **Appendices**

None

### **Background Papers**

No documents have been relied on in the preparation of this report.



### Reasons for call-in - KD 5546 Changes to Controlled Parking Zone Permit Charges:

1. It is not the right time to be increasing CPZ charges on hard working families during this current cost of living crisis. This is particularly true for motorists who need their cars to get to and from work. This includes teachers, nurses, doctors and other key workers who have no option but to use their cars. Due to Russian aggression against the heroic Ukrainian people fuel prices have also gone up and therefore the Council making this decision now is further proof the administration wants to penalise car users.
2. This has nothing to do with finances as the report shows and is simply a political attack on motorists:
  - a. Reference to London Plan (2021) – *“The current London Plan includes policies relating to the management of car parking demand to encourage a shift to more sustainable modes. The Plan goes on to set out how private vehicle ownership should be addressed in spatial planning, by making it clear that low or car free development should be the norm and setting lower maximum car parking standards for new developments.”*
  - b. Mayor of London’s Transport Strategy (2018) – *“the Mayor’s Transport Strategy made it clear that, in order to deliver this sustainably, the use of active and sustainable transport must be increased and overdependence on private vehicles reduced”*
  - c. Enfield Transport Plan (2019) – *“encouraging sustainable and active travel”*
  - d. Climate Action Plan (2020) – *“Limit the provision of car parking spaces on new developments in line with the New London Plan and better manage existing kerbside space.”* The fundamentals of this report have nothing to do with new developments.

The above within point 2 therefore contradicts Para. 15 of the report:

*“Taking into account the above policy framework, the key objectives of the review of charges are to:*

- *Ensure that the cost of operating CPZs are fully recovered.*
- *Help rebalance kerbside space so that streets are less vehicle dominated.*
- *Increase the proportion of trips made by active and sustainable modes in line with the Mayor of London’s Transport Strategy.*
- *Encourage a switch to vehicles which produce less pollutants and greenhouse gases while in use, which will support the carbon reduction targets in the Council’s Climate Action Plan.*
- *Provide consistent and clear charges for permits for residents CPZs.”*

The Council is clearly confused as to the primary purpose of the report, is it to take cars off the road or to action paragraph 15 of the report? If the answer is the latter, then surely the Council can implement most of these changes without taking more money from hardworking residents. If all cars became electric would therefore charges fall?

3. There is no way the Council can make a decision without seeing the complete breakdown of responses to the alleged consultation.
4. The new policy to charge more for additional cars is not sensible. If multiple people in the household each have a job that requires a car they are now being penalised for not being able to use alternate modes of transport.

#### EQIA Report

1. The Councils own EQIA report shows that in areas of higher deprivation there is more car usage therefore showing this policy would harm those least able to pay. It is true to say that some residents in these areas will have the CPZ permits free of charge already but that doesn't mean all will be in this position.
2. The elderly will be disproportionately impacted – As the report states *“Between 1995/1997 and 2020 the proportion of people aged 70+ holding a licence increased from 39% to 77%. We are aware that some older people with a pensionable income may have a fixed income and could potentially be disproportionality impacted by increases in CPZ costs”*
3. Pregnant women would be negatively impacted – As the report states *“It is possible that an increase in permit prices could disproportionately negatively impact those who are pregnant, as they may find it difficult to walk short distances and as such rely on private vehicles for door-to-door transport”*
4. Those from an ethnic minority are likely to be negatively impacted – As the report states *“It is possible that the uplift in permits for multiple cars registered at one house may have a disproportionate impact on ethnic minority communities. This is because minority ethnic groups in the UK have greater proportions of multigenerational households compared with the White ethnic group. Which may mean that they are more likely to have multiple cars at one property”*
5. This will harm those that are socio-economically disadvantaged – As the report states *“The increase the cost of CPZ permits will affect all car users living in these zones and may have a disproportionate impact on those who are socio-economically disadvantaged”*

## CALL-IN OF DECISION

**TITLE OF DECISION: KD 5546 Changes to Controlled Parking Zone Permit Charges**

**DECISION OF: Cabinet Member Councillor Rick Jewell**

**DATE OF DECISION LIST PUBLICATION: 17 November 2022**

**LIST NO: (Decision List 26/22-23)**

**(a) COUNCILLORS CALLING-IN (The Council's constitution requires seven signatures or more from Councillors to call a decision in).**

**Call in Lead**

- |                              |  |
|------------------------------|--|
| <b>(1) Signature:.....</b>   | <b>Print Name: Alessandro Georgiou</b> |
| <b>(2) Signature:.....</b>   | <b>Print Name: Lee Chamberlain</b>     |
| <b>(3) Signature:.....</b>   | <b>Print Name: Andrew Thorp</b>        |
| <b>(4) Signature:.....</b>   | <b>Print Name: Paul Pratt</b>          |
| <b>(5) Signature:.....</b>   | <b>Print Name: Adrian Grumi</b>        |
| <b>(6) Signature:.....</b>   | <b>Print Name: Stephanos Ioannou</b>   |
| <b>(7) Signature:.....</b>   | <b>Print Name: Reece Fox</b>           |
| <b>(8) Signature: .....</b>  | <b>Print Name: Ruby Sampson</b>        |
| <b>(9) Signature: .....</b>  | <b>Print Name: Julian Sampson</b>      |
| <b>(10) Signature: .....</b> | <b>Print Name: David Skelton</b>       |
| <b>(11) Signature: .....</b> | <b>Print Name: Peter Fallart</b>       |
| <b>(12) Signature: .....</b> | <b>Print Name: Edward Smith</b>        |
| <b>(13) Signature: .....</b> | <b>Print Name: Emma Supple</b>         |

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## Overview and Scrutiny Committee – 15<sup>th</sup> December 2022

### Officer Response to the reasons for Call-in:

#### Key Decision 5564, Changes to Controlled Parking Zone Permit Charges.

<b>Reason for call-in</b>
<p>1. It is not the right time to be increasing CPZ charges on hard working families during this current cost of living crisis. This is particularly true for motorists who need their cars to get to and from work. This includes teachers, nurses, doctors and other key workers who have no option but to use their cars. Due to Russian aggression against the heroic Ukrainian people fuel prices have also gone up and therefore the Council making this decision now is further proof the administration wants to penalise car users.</p>
<b>Officer response</b>
<p>The cost of permits has not increased for several years, since 2016 for residents permits and since 2011 for visitor vouchers and business permits. The full cost of operating CPZs has been examined in detail by Finance officers and charges are being set to recover these costs. This is a fair approach and consistent with other local authorities, ensuring that those that directly benefit from the service bear the cost.</p>

<b>Reason for call-in</b>
<p>2. This has nothing to do with finances as the report shows and is simply a political attack on motorists:</p> <ol style="list-style-type: none"> <li>a. Reference to London Plan (2021) – “The current London Plan includes policies relating to the management of car parking demand to encourage a shift to more sustainable modes. The Plan goes on to set out how private vehicle ownership should be addressed in spatial planning, by making it clear that low or car free development should be the norm and setting lower maximum car parking standards for new developments.”</li> <li>b. Mayor of London’s Transport Strategy (2018) – “the Mayor’s Transport Strategy made it clear that, in order to deliver this sustainably, the use of active and sustainable transport must be increased and overdependence on private vehicles reduced”</li> <li>c. Enfield Transport Plan (2019) – “encouraging sustainable and active travel”</li> <li>d. Climate Action Plan (2020) – “Limit the provision of car parking spaces on new developments in line with the New London Plan and better manage existing kerbside space.” The fundamentals of this report have nothing to do with new developments.</li> </ol>
<p>The above within point 2 therefore contradicts Para. 15 of the report:</p>

“Taking into account the above policy framework, the key objectives of the review of charges are to:

- Ensure that the cost of operating CPZs are fully recovered.
- Help rebalance kerbside space so that streets are less vehicle dominated.
- Increase the proportion of trips made by active and sustainable modes in line with the Mayor of London’s Transport Strategy.
- Encourage a switch to vehicles which produce less pollutants and greenhouse gases while in use, which will support the carbon reduction targets in the Council’s Climate Action Plan.
- Provide consistent and clear charges for permits for residents CPZs.”

The Council is clearly confused as to the primary purpose of the report, is it to take cars off the road or to action paragraph 15 of the report? If the answer is the latter, then surely the Council can implement most of these changes without taking more money from hardworking residents. If all cars became electric would therefore charges fall?

#### **Officer response**

Control of parking is a well-established policy tool that can help achieve a number of strategic objectives relating to mode shift, air quality, road safety etc. It is also reasonable to set permit prices so that the full cost of providing CPZs is met by those that benefit from the service rather than being subsidized by residents that do not have a vehicle.

Permit prices for EVs have been kept low to provide an additional incentive for people to transfer away from more harmful petrol and diesel vehicles. As the number of EVs increases it is likely that all Councils will have to further review their approach to permit charges to ensure that schemes remain cost neutral.

#### **Reason for call-in**

3. There is no way the Council can make a decision without seeing the complete breakdown of responses to the alleged consultation.

#### **Officer response**

Consultation was carried out between December 2020 and February 2021 and generated 890 responses. A summary of the consultation is set out in paragraphs 16 and 17 of the report, and the associated table.

As a direct result of the consultation, a number of the proposals were subsequently amended:

- The link between permit price and engine size was retained (rather than being

linked to emissions). As a larger engine size will generally equate to a larger vehicle, this retains a connection between the price of the permit and the amount of kerb-side space occupied.

- The limit on the number of permits per household was not implemented
- The cap on the number of visitor vouchers has been removed
- The 25% uplift in price applies to individuals rather than households that want more than one permit.

The consultation results have been fully considered and have helped to shape the proposals set out in the report.

**Reason for call-in**

4. The new policy to charge more for additional cars is not sensible. If multiple people in the household each have a job that requires a car they are now being penalised for not being able to use alternate modes of transport.

**Officer response**

The original proposal to limit the number of permits per household is not being progressed as part of the current changes. The 25% uplift only applies to individuals that want more than one permit. For example, in a household comprising three adults, all three would be able to obtain a first permit at the lower rate.

**Reason for call-in**

EQIA Report

5. The Councils own EQIA report shows that in areas of higher deprivation there is more car usage therefore showing this policy would harm those least able to pay. It is true to say that some residents in these areas will have the CPZ permits free of charge already but that doesn't mean all will be in this position.

**Officer response**

Car ownership is lower in the more deprived parts of the Borough. However, housing density is generally higher in these areas and the concentration of vehicles over a given area may therefore be higher than in more suburban areas. This is illustrated in the charts in the EQIA attached as Appendix 1 to the report.

The impact of the proposals on those disadvantaged due to socio-economic factors is set out in the EQIA. For those on low-income that have to use a car or van, it is acknowledged that proposals may have an impact, albeit relatively minor given that the additional cost associated with purchasing a permit is low compared to the cost of running a car.

As noted in the EQIA, most of the borough provides a good level of public transport

accessibility, providing a cost-effective alternative to car ownership. In addition, the Council is investing in improving cycle facilities across the borough, providing a healthy and cheap means of active travel.

#### **Reason for call-in**

6. The elderly will be disproportionately impacted – As the report states “Between 1995/1997 and 2020 the proportion of people aged 70+ holding a licence increased from 39% to 77%. We are aware that some older people with a pensionable income may have a fixed income and could potentially be disproportionality impacted by increases in CPZ costs”

#### **Officer response**

The purpose of the EQIA is ensure that proper consideration is given to the impact on protected groups. The EQIA notes that permit prices are a relatively small proportion of the cost of running a car when considering other running costs (insurance, fuel, maintenance etc.). Furthermore, as an affordable alternative to car ownership for residents, those over 60 are eligible for free travel across London’s bus, underground and rail services (as free local bus journeys nationally for those of pensionable age). On balance, it is not felt that the impact of the proposals on older people will be significant.

#### **Reason for call-in**

7. Pregnant women would be negatively impacted – As the report states “It is possible that an increase in permit prices could disproportionately negatively impact those who are pregnant, as they may find it difficult to walk short distances and as such rely on private vehicles for door-to-door transport”

#### **Officer response**

The purpose of the EQIA is ensure that proper consideration is given to the impact on protected groups. The EQIA notes the potential for the proposals to negatively impact pregnant women. However, it is also noted that permit prices are a relatively small proportion of the cost of running a car when considering other running costs (insurance, fuel, maintenance etc.). On balance, it is not felt that the impact of the proposals on pregnant women will be significant.

#### **Reason for call-in**

8. Those from an ethnic minority are likely to be negatively impacted – As the report states “It is possible that the uplift in permits for multiple cars registered at one house may have a disproportionate impact on ethnic minority communities. This is because minority ethnic groups in the UK have greater proportions of multigenerational households compared with the White ethnic group. Which may



mean that they are more likely to have multiple cars at one property”

**Officer response**

The purpose of the EQIA is ensure that proper consideration is given to the impact on protected groups. The EQIA notes the potential for the proposals to negatively impact people from certain ethnic groups on the basis that they may be more likely to comprise multi-generational households. However, this impact has been largely mitigated by the decision not to cap the number of permits per household and to only apply the 25% price uplift to individuals wanting more than one permit. Additionally, most of the borough provides a good level of public transport accessibility, providing a cost-effective alternative to car ownership. In addition, the Council is investing in improving cycle facilities across the borough, providing a healthy and cheap means of active travel.

On balance, it is not felt that the residual impact of the proposals on people from different ethnic groups will be significant. In addition, monitoring will be carried out to better understand the characteristics of permit holders.

**Reason for call-in**

9. This will harm those that are socio-economically disadvantaged – As the report states “The increase the cost of CPZ permits will affect all car users living in these zones and may have a disproportionate impact on those who are socio-economically disadvantaged”

**Officer response**

The purpose of the EQIA is ensure that proper consideration is given to the impact on protected groups. The EQIA notes the potential for the proposals to negatively impact on people on lower incomes. However, it is also noted that the cost of a permit is a relatively small proportion of the cost of running a car when considering other running costs (insurance, fuel, maintenance etc.). In addition, it is noted that most of the borough has a good level of public transport accessibility, providing a cost-effective alternative to car ownership. In addition, the Council is investing in improving cycle facilities across the borough, providing a healthy and cheap means of active travel.

Whilst acknowledging that the additional permit cost will impact on household budgets, this will be relatively minor in the context of the cost of running a car.

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**ORIGINAL DECISION****London Borough of Enfield****Portfolio Report**

**Report of:** Doug Wilkinson, Director of Environment and Operational Services

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**Subject:** Changes to Controlled Parking Zone Permit Charges

**Cabinet Member:** Cllr Rick Jewell, Cabinet Member for Environment

**Executive Director:** Joanne Drew (Acting), Place

**Ward:** All

**Key Decision:** KD 5546

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**Purpose of Report**

1. This report seeks Cabinet Member approval to amend the price of parking permits applicable in controlled parking zones (CPZs) so that operating costs are fully recovered, and the scheme continues to contribute to the Council's wider transport objectives.

**Proposal**

2. That notice is published pursuant to section 25 of the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 to vary existing orders created under section 46 of the Road Traffic Regulation Act 1984 to bring into effect the revised permit charges set out in Tables 5 to 8 in the report from 3<sup>rd</sup> January 2023.

**Reason for Proposal**

3. The proposals are designed to support the Council's objectives to encourage active and sustainable transport in the light of a developing policy framework in London and locally. When operating CPZ's, the Council also aims to ensure that the cost of operating CPZs is fully recovered. The recent economic backdrop and inflationary pressures has generated an urgent need to adjust charges.

## Relevance to the Council's Plan

### 4. Good homes in well-connected neighbourhoods

The proposals will support good growth by helping to encourage a switch to more sustainable modes of transport and increasing the uptake of active travel whilst managing the available road network.

### 5. Safe, healthy and confident communities

The proposals will support the delivery of healthy streets by encouraging a switch to more sustainable modes of transport and increasing the uptake of active travel.

### 6. An economy that works for everyone

The proposals will support the delivery of town centres that are vibrant, safe and inclusive by encouraging a switch to more sustainable modes of transport and increasing the uptake of active travel.

## Background

7. There are currently 28 CPZs across the Borough, including five on Council Housing sites. These comprise a mixture of types of CPZ, with some operating 'All Day' (typically 8am to 6:30 pm) and the others operating "Part-Day" (typically one-hour restrictions around stations to address commuter parking pressures). In addition, a large event-day CPZ was introduced in the south of the borough in August 2018 to help manage on-street parking during events at the Tottenham Stadium.

8. The total number of different permits issued in 2021/22 is set out in the table below:

**Table 1: Current Permits**

Permit Type	Number
Residents All Day*	2,205
Residents Part Day	1,903
Residents - Housing	58
Business* All Day	39
Business Part Day	207
Visitor All Day	4,718
Visitor Part Day	2,373
Visitor Event Day	1,036
	12,536

\* Excludes permits for the South Edmonton Event Day CPZ, which are free

9. For each CPZ there are various permit types available, including resident, business and visitor permits.

10. The current permit charges are set out in the tables below:

**Table 2: Resident Permits – annual charge** (charges last amended in September 2016)

<b>Engine Size</b>	<b>All Day</b>	<b>Part Day</b>
1000cc or less (including electric vehicles)	£55.00	£27.50
1001cc to 1600cc	£110.00	£55.00
1601cc to 1999cc	£165.00	£82.50
2000cc to 2499cc	£220.00	£110.00
2500cc to 2999cc	£275.00	£137.50
3000cc and above	£330.00	£165.00

**Table 3: Business Permits** (charges last amended in July 2011)

<b>Duration</b>	<b>All Day</b>	<b>Part Day</b>
3 Months	£165.00	N/A
1 Year	£660.00	£60.00

**Table 4: Visitor Vouchers** (charges last amended in July 2011)

<b>Zone Type</b>	<b>Cost</b>
Part Day	£7.50 for 10 vouchers
All Day	£15.00 for 10 half day vouchers

11. At present, there is a limit of three permits per person, with the cost of second and third permits the same as 1<sup>st</sup> permits.

### **Operating Costs**

12. The cost of operating CPZs comprises both direct and indirect costs, including:

- Civil enforcement officers.
- Inspection and maintenance of signage and line markings.
- LBE staff and administrative costs.
- Contractor business support and overheads.
- LBE support services overheads

13. These costs have increased in recent years as a result of inflation etc, and it is now necessary to increase charges to ensure that costs are fully recovered.

### **Policy Context**

14. Since the previous changes to permit charges (in 2016) there have been significant developments in respect of the approach to private vehicle ownership in London as set out in regional planning and transport policies:

London Plan (2021)	The current London Plan includes policies relating to the management of car parking demand to encourage a shift to more sustainable modes. The Plan goes on to set out how private vehicle ownership should be addressed in spatial planning, by making it clear that low or car free development should be the norm and setting lower maximum car parking standards for new developments.
Mayor of London's Transport Strategy (2018)	Given London's forecast population and employment growth, the Mayor's Transport Strategy made it clear that, in order to deliver this sustainably, the use of active and sustainable transport must be increased and overdependence on private vehicles reduced. One of the measures to achieve this is the prioritising of finite road and kerbside space for the most space efficient modes of transport (with private vehicles being the least efficient).
Enfield Transport Plan (2019)	<p>The policies, programmes and initiatives within the plan aim to improve the ease in which we travel in the borough, encouraging sustainable and active travel to help manage environmental problems related to congestion, local air quality, reduce our impact on climate change and improve health, safety and accessibility. The plan identifies how we will work towards achieving this through the seven transport objectives, including:</p> <ul style="list-style-type: none"> <li>• <b>Manage growing demand for on-street parking</b>, recognising that there is simply not enough road space to safely and efficiently accommodate everyone who wishes to park or drive in Enfield today or in the future</li> </ul>
Climate Action Plan (2020)	<p>The need for urgent action to address climate change has been recognised, with Enfield declaring a Climate Change Emergency in July 2019 and adopting a Climate Action Plan in September 2020. Given that transport contributes around 39% of the Enfield's borough wide energy emissions, taking action in this area must be part of the Council's response.</p> <p>The plans sets out a number of actions including:</p> <ul style="list-style-type: none"> <li>• Limit the provision of car parking spaces on new developments in line with the New London Plan and better manage existing kerbside space.</li> </ul>
Air Quality Action Plan (2022)	<p>A number of air quality priorities are identified:</p> <ul style="list-style-type: none"> <li>• <i>make active travel the natural choice, particularly for those trips less than 2km (1.2 miles)</i></li> <li>• <i>make more school trips safe, sustainable and healthy</i></li> <li>• <i>reduce the impact of private vehicles on our streets (through a reduction in emissions)</i></li> </ul>

	<ul style="list-style-type: none"> <li>• <i>make the public transport network more accessible and the natural choice for longer trips</i></li> <li>• <i>reduce emissions from both existing buildings and new development.</i></li> </ul> <p>These priorities are supported by a number of actions, including by <b><i>managing growing demand for on-street parking.</i></b></p>
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15. Taking into account the above policy framework, the key objectives of the review of charges are to:

- Ensure that the cost of operating CPZs are fully recovered.
- Help rebalance kerbside space so that streets are less vehicle dominated.
- Increase the proportion of trips made by active and sustainable modes in line with the Mayor of London's Transport Strategy.
- Encourage a switch to vehicles which produce less pollutants and greenhouse gases while in use, which will support the carbon reduction targets in the Council's Climate Action Plan.
- Provide consistent and clear charges for permits for residents CPZs.

#### **Consultation 2020/21**

16. The following proposals relating to CPZ permits were consulted on between December 2020 and February 2021:

- Moving back to residents permit charges being linked directly to vehicle emissions rather than engine size.
- Increasing the cost of permits for the second and third vehicles in each household.
- Introducing a cap of three residents permits per household (rather than three per person per household).
- Changing the structure for visitor's vouchers so the initial annual allocation of permits is proportionate to hours when the CPZ operates. A higher charge was also proposed for additional permits once the annual allocation has been used.
- Introducing a paperless permit system for residents parking permits so there is no need to display a physical permit.

17. A total of 890 respondents completed the questionnaire, with the vast majority living in a property within a CPZ. The consultation prompted a mixed response with no clear consensus emerging. The table below sets out the original proposals and an assessment of these based on the responses received to the consultation and taking into account a range of operational factors:

Original Proposal	Assessment
A. Base residents' permit charges on vehicle emissions.	<p>There was some support for this approach. However, there were also points raised by respondents as well as wider considerations, which need to be taken into account:</p> <ul style="list-style-type: none"> <li>• Controlled Parking Zones currently cover a small proportion of the borough (around 15% of streets) so the wider impact of any changes will be limited.</li> <li>• Vehicle Excise Duty is already charged based on vehicle emissions so there is a general incentive to use less polluting vehicles.</li> <li>• The recently extended Ultra Low Emission Zone is already based on vehicle emissions.</li> <li>• Basing the charge to engine size retains an indirect link with emissions and also factors in use of kerb-side space (as vehicles with a larger engine size will tend to take up more space).</li> </ul> <p><b>Recommendation:</b> Retain current link between permit price and engine size.</p>
B. Increase the cost of permits for the second and third vehicles in each household.	<p>There was support for this approach. However, there were also points raised by respondents as well as wider considerations, which need to be taken into account:</p> <ul style="list-style-type: none"> <li>• The changes could have a financial impact on low-income households with two adults who both drive a vehicle as part of their work.</li> <li>• Some ethnic groups have larger household sizes. Whilst this is true, it must be balanced against the wider needs of local communities, including the circa 33% of people who do not own a vehicle.</li> </ul> <p><b>Recommendation:</b> Introduce uplift for 2<sup>nd</sup> and 3<sup>rd</sup> permits.</p>
C. Each separate household in a controlled parking zone will be issued a maximum of three residents parking permits.	<p>There was support for this approach. However, there were also points raised by respondents as well as wider considerations, which need to be taken into account:</p> <ul style="list-style-type: none"> <li>• This proposal would have an impact on people living in HMOs, where the household is made up of adults.</li> <li>• The proposal would have a disproportionate impact on certain ethnic groups, which have a higher propensity to live in larger households.</li> </ul> <p><b>Recommendation:</b> Defer introduction of the household cap whilst carry out further review.</p>



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D. Alter the structure for visitor's vouchers.	<p>There was support for this approach, although it was not overwhelming, and a number of concerns were raised about the details of the proposal.</p> <p><b>Recommendation:</b> Defer introduction of changes to visitor permit structure.</p>
E. Introduce a paperless permit system.	<p>There was support for this approach, although there were a number of people raising concerns about how they would know if a vehicle had a valid permit.</p> <p><b>Recommendation:</b> Continue to issue physical permits in the short-term.</p>

### Proposed Permit Prices

18. Parking charges must not be used to raise revenue. However, it is also the case that the objective when setting charges does not necessarily have to be revenue neutrality. Nevertheless, the approach adopted by the Council is to ensure that both the direct and indirect costs of operating permit parking schemes are fully recovered. Should there be any surplus, the Road Traffic Regulation Act 1984 specifies that this can only be used for specified transport and highway purposes.

### Residents Permits

19. Various alternative options have been considered but, taking into account the consultation responses, it is proposed to retain the current link between permit price and engine size as this offers a number of advantages:

- It is already a well-established approach, understood by residents.
- It provides a proxy for vehicle size, maintaining a link to the amount of road space they occupy.
- It maintains a link to air quality, with larger/heavier vehicles tending to produce higher levels of emissions and harmful particulates.

20. To simplify the structure and to deter use of the largest vehicles, the number of bands is reduced from six to four, with any vehicles over 2,000cc being in the same band.

21. Since September 2016, CPZ operational costs have increased and are forecast to increase further during 2023/24. It is proposed that prices should reflect these increases. In addition, an uplift of 25% is proposed for second and third permits to deter car ownership and support the Council's wider strategic aims to promote active travel.

**Table 5: Proposed Price for Residents Permit in All-Day CPZ (>4 Hours)**

Engine Size	1 <sup>st</sup> Permit	2 <sup>nd</sup> Permit +
1000cc or less + EVs	£77	£95
1001cc to 1600cc	£155	£195

1601cc to 1999cc	£230	£290
>2000cc	£395	£495

**Table 6: Proposed Price for Residents Permit in Part-Day CPZ (<4 Hours)**

Engine Size	1 <sup>st</sup> Permit	2 <sup>nd</sup> Permit +
1000cc or less + EVs	£38.50	£47.50
1001cc to 1600cc	£77.50	£97.50
1601cc to 1999cc	£115	£145
>2000cc	£197.50	£249

**Visitor Permits**

22. The price of visitor permits has not increased since 2011, making them effectively a third cheaper now in real terms. It is therefore proposed to increase the price of visitor permits in line with the increase in our cost base.

**Table 7: Proposed Prices for Visitor Permits (Vouchers)**

<b>Zone Type</b>	<b>Cost</b>
Part Day	£10.50 for 10 vouchers
All Day	£21.00 for 10 half-day vouchers

23. To assist residents, it is proposed to remove the current cap of 50 visitor vouchers per year. The impact of this change will be monitored, and vouchers may be restricted if it is clear that they are not being used for personal use.

**Business Permits**

24. The number of business permits in the Borough is relatively low, with 39 permits issued for All-Day zones and 210 for Part-Day Zones, over half of which are for the Winchmore Hill CPZ.

25. The cost of business permits has not increased since 2011 and to reflect our cost base these must now increase as follows:

**Table 8: Proposed Prices for Business Permits**

<b>Duration</b>	<b>All Day</b>	<b>Part Day</b>
3 Months	£230	N/A
1 Year	£920	£85

**Main Considerations for the Council**

26. The main considerations for the council are whether the proposed changes meet the 5 key objectives set out in paragraph 13 above.

Objective		Comment
Help rebalance kerbside space so that streets are less vehicle dominated.	✓	Retaining the link between permit price and engine size will help ensure that larger, more dominant vehicles pay more for permits. This will help act a deterrent to

		ownership of such vehicles.
Increase the proportion of trips made by active and sustainable modes in line with the Mayor of London's Transport Strategy.	✓	Increasing the price of permits should help, as part of a wider strategy, to promote sustainable travel, making it clear that kerb-side space is a valuable, finite resource.
Encourage a switch to vehicles which produce less pollutants and greenhouse gases while in use, which will support the carbon reduction targets in the Council's Climate Action Plan.	✓	Although engine size is not directly linked to vehicle emissions, it nevertheless provides a useful proxy for emissions that also factors take-up of kerbside space. Increasing permit prices will therefore help promote a switch to more efficient vehicles.
Provide consistent and clear charges for permits for residents CPZs.	✓	The existing link to engine size is well understood by residents and has been simplified further by reducing the number of charging bands from six to four. The reduction in the number of bands also means that the largest vehicles pay proportionately more for a permit.
Ensure that the cost of operating CPZs are fully recovered.	✓	The uplift in permit prices will help ensure that permit parking schemes are covering their total costs.

### Safeguarding Implications

27. None identified.

### Public Health Implications

28. Transport is one of the fundamental determinants of health; it may be health-damaging or health promoting. The proposals as outlined here will make transport in Enfield much more health-promoting by reducing transport emissions the use of private vehicles. This will reduce the health costs of motorised transport and support people to use active travel modes.

29. Achieving a modal shift towards active travel will also reduce the health damaging effects of motorised transport e.g. road traffic injuries, air pollution, community segregation and noise. Such is the effect of physical activity upon health that it has been calculated that a modal shift to levels of active transport in The Netherlands would save the NHS £17 billion per year. This would be achieved through savings in treating Type 2 diabetes, heart disease, stroke, some cancers, musculo-skeletal disease and dementia. Improving the walking and cycle infrastructure would also be likely to positively impact upon health inequalities as income or wealth would become

a less significant factor in a person's ability to travel within the borough e.g. access to employment, healthcare, social networks etc.

30. Reducing obesity is a priority for Enfield, as outlined in the Borough's Health and Wellbeing Strategy. 61.4% of adults are classified as overweight or obese (ALS, 2016). Data for academic years 2014/15 to 2016/17 shows that the average prevalence of excess weight in year 6 pupils is 41.5%. This is higher than London (37.9%) and England (33.87%) averages. If left unchanged, this will lead to serious health complications later in life, such as diabetes, heart disease and cancers.
31. Creating an environment where people actively choose to walk and cycle as part of everyday life can have a significant impact on public health and has the potential to reduce health inequalities. It is an essential component of a strategic approach to increasing physical activity and may be more cost-effective than other initiatives that promote exercise, sport and active leisure pursuits.
32. Shifting trips to active and sustainable transport also has the potential to achieve related policy objectives:
- Supports local businesses and promotes vibrant town centres
  - Provides a high-quality, appealing public realm
  - Reduces road danger and noise
  - Increases the number of people of all ages out on the streets, making public spaces seem more welcoming and providing opportunities for social interaction and children's play
  - Provides an opportunity for everyone, including people with impairments, to exercise and enjoy the outdoor environment.
33. Overall, the proposals will encourage sustainable and active travel, helping us to manage environmental problems related to congestion and local air quality, while also reducing our impact on climate change and improve health, safety and accessibility for all in our communities. This supports Public Health's efforts to embed Health in all Policies across the Council.

### **Equalities Impact of the Proposal**

34. An equality impact assessment of the proposed changes has been carried out and is appended as Appendix 1. The key remaining impacts on protected groups are:

<i>Area</i>	<i>Potential Impact</i>	<i>Mitigation</i>
Disability	Ability to park within CPZs.	Blue Badge holders will still be able to park in CPZs without charge.
Economic	Additional costs for owners of more polluting vehicles and households with multiple	Initial analysis indicates that, whilst in areas with higher levels of deprivation there is more dependence on parking on-street (so potentially higher demand for CPZ permits). However, private vehicle ownership per household is lower in these

	vehicles.	areas reducing the overall negative impact.
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35. As a result of the impact assessment, the original proposal to limit the number of permits per household is not being taken forward at this stage to enable further investigation to determine whether this would disadvantage large, multi-generational households.

### **Environmental and Climate Change Considerations**

36. In terms of the proposals, the need for urgent action to address climate change has been recognised, with Enfield declaring a Climate Change Emergency in July 2019 and adopting a Climate Action Plan in September 2020. Given that transport contributes around 39% of the Enfield's borough wide energy emissions (442 Kilo tonnes of Carbon Dioxide equivalent), taking action in this area must be part of the Council's response.

37. Implementing the proposals will achieve a number of benefits:

<i>Proposal</i>	<i>Carbon Emissions Impact</i>
Increased charges linked to engine size.	Will directly encourage private vehicle owners to move to low carbon and carbon neutral vehicles.
Graduated permit charges are introduced with higher rates for second and third permits.	Will directly encourage private vehicle owners to move to low carbon and carbon neutral vehicles. It could also reduce the number of private vehicles owned per household and related use, which makes it more conducive to use active and sustainable travel, which are low or zero carbon.
Lower charge for electric vehicles	Will help incentivise uptake of electric vehicles.

### **Risks that may arise if the proposed decision and related work is not taken**

38. These risks have been identified:

<b>Risk Category</b>	<b>Risks</b>
<b>Financial</b>	Not fully recovering the cost of providing, enforcing and maintaining CPZs.
<b>Reputational and Strategic</b>	By not taking action in respect of overdependence on private vehicles and related emissions, the Council cannot deliver its Climate Action Plan target for the borough to be carbon neutral by 2040, or other key strategic transport objectives.

## Risks that may arise if the proposed decision is taken and actions that will be taken to manage these risks

39. These risks have been identified:

Risk Category	Comments/Mitigation
<b>Reputational</b>	<p><b>Risk:</b> Public criticism of increased charges at a time of pressures on household budgets.</p> <p><b>Mitigation:</b> Charges have not been increased since 2016 (residents permits) and since 2011 (business and visitor permits). Discount proposed for those in receipt of Council Tax Support</p>
<b>Regulatory</b>	<p><b>Risk:</b> Incorrect procedure for implementing new charges.</p> <p><b>Mitigation:</b> Legal advice obtained to confirm correct procedure</p>
<b>Financial</b>	<p><b>Risk:</b> Costs of operating CPZs not fully recovered.</p> <p><b>Mitigation:</b> Regular monitoring of parking accounts takes place and further adjustments to charges could be made if necessary.</p>

## Financial Implications

40. An assessment of the revenue implications of the proposed changes has been undertaken and, based on the proposals as outlined, it is estimated that an additional £211k will need to be generated in order to ensure cost recovery for this function.

41. The current costs and receipts are summarised in the table below, along with the net budget gap/deficit of £211k and forecast effect of the proposed increase in permit prices, which brings the Council's current budget deficit of £211k to a neutral position:

Current Estimated Permit Costs and Income	
	Estimated Costs (000s)
Staffing and Management Cost	£73
Service Operating Costs	£2
Total CEO Enforcement Costs	£514
NSL Other Costs	£462
Premises Costs	£13
Central Support Services	£24

<b>Total Cost</b>	<b>£1,089</b>
	<b>Estimated Income (000s)</b>
Residents Permits Receipts	-£398
Visitors Scratch Receipts	-£101
Business Permits	-£33
Permits/CPZ PCN Receipts	-£346
<b>Total Receipts</b>	<b>-£877</b>
<b>Net Estimated Budget Gap/Deficit</b>	<b>£211</b>
Note: Council needs to increase permit and scratch card costs by £211k to mitigate the loss incurred in providing the service	
<b>Proposed Estimated Permit Income</b>	
	<b>Estimated Income (000s)</b>
Table 5: Proposed Price for Residents Permit in All-Day CPZ (>4 Hours)	-£379
Table 6: Proposed Price for Residents Permit in Part-Day CPZ (<4 Hours)	-£169
Table 7: Proposed Prices for Visitor Permits (vouchers)	-£141
Table 8: Proposed Prices for Business Permits	-£54
CPZ PCN Receipts	-£346
<b>Total Receipts</b>	<b>-£1,089</b>
<b>Revised Budget Gap/Deficit (with effect of proposed price uplifts)</b>	<b>£0</b>

### Legal Implications

42. By virtue of the Road Traffic Regulation Act 1984 Section 122 the Council has a duty to secure the provision of suitable and adequate parking facilities on and off the highway.
43. Using powers provided by Section 45(1) and (2) (b) a local authority may by order make and prescribe charges for vehicles left in designated parking places and in connection with the issue of a permit. Section 46 prescribes that charges shall be made by an order of the Council and Section 46A allows such charges may be varied by notice. The procedure for varying charges pursuant to Section 46A is set out in Regulation 25 of the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996.
44. The making of charging tariffs must be concerned with the expeditious, convenient and safe movement of traffic and the provision of suitable and adequate parking facilities on and off the highway. The permit charges will



generate revenue, but the charging level must not be set with a view to making a surplus. Any surplus that is generated can only be used for the specific purposes set out in Section 55 of the Road Traffic Regulation Act 1984.

45. Regard must be had to the Council’s public sector equality duty and the impact of the proposals on those with different protected characteristics.

**Workforce Implications**

46. None identified

**Property Implications**

47. There are no direct property implications arising from the proposals in this report.

**Other Implications**

48. The Traffic Management Act 2004 places a duty on the Council to manage its road. This is partly about dealing efficiently with traffic presented on the network – both now and in the future – and the various activities that are causing or have the potential to cause congestion or disruption to the movement of traffic. However, there are various other ways that this duty can be met, including by the regulation of parking and the introduction of demand management measures to encourage walking, cycling and public transport rather than car use. As part of a package of measures, the proposed increase in permit charges is consistent with this network management duty.

**Options Considered**

49. A number of alternative options have been considered, as summarised in the table below:

<p>Flat rate for residents’ permits (e.g. £150 for All Day Zones and £75 for Part Day Zones)</p>	<p>Whilst this simplifies the current charging structure, it means that those with the smallest vehicles face an increase in charges whilst those with the largest vehicles would see a reduction.</p>
<p>Discount for electric vehicles</p>	<p>With electric vehicles still relatively expensive, a discount is unlikely to be a major factor when choosing whether or not to purchase an electric vehicle. In addition, a discount is likely to benefit those on higher incomes.</p>

Direct link to CO <sub>2</sub> emissions	A direct link to offers some benefit but, on balance, is not recommended as both VED and the ULEZ already take emissions into account. Retaining the link to engine size provides a proxy for both emission and vehicle size.
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## Conclusions

50. The proposed increase in permit prices seeks to ensure that the cost of implementing, operating, enforcing and maintaining CPZs are fully recovered. In addition, the suggested prices have been set to discourage use of the larger vehicles, as well as multiple car ownership, to help the Council meet its wider climate and transport objectives.

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Date of report 7 November 2022

## Appendices

1. Equality Impact Assessment

## Background Papers

No background papers have been relied on in the preparation of this report.



## Enfield Equality Impact Assessment (EqIA)

### Introduction

The purpose of an Equality Impact Assessment (EqIA) is to help Enfield Council make sure it does not discriminate against service users, residents and staff, and that we promote equality where possible. Completing the assessment is a way to make sure everyone involved in a decision or activity thinks carefully about the likely impact of their work and that we take appropriate action in response to this analysis.

The EqIA provides a way to systematically assess and record the likely equality impact of an activity, policy, strategy, budget change or any other decision.

The assessment helps us to focus on the impact on people who share one of the different nine protected characteristics as defined by the Equality Act 2010 as well as on people who are disadvantaged due to socio-economic factors. The assessment involves anticipating the consequences of the activity or decision on different groups of people and making sure that:

- unlawful discrimination is eliminated
- opportunities for advancing equal opportunities are maximised
- opportunities for fostering good relations are maximised.

The EqIA is carried out by completing this form. To complete it you will need to:

- use local or national research which relates to how the activity/ policy/ strategy/ budget change or decision being made may impact on different people in different ways based on their protected characteristic or socio-economic status;
- where possible, analyse any equality data we have on the people in Enfield who will be affected eg equality data on service users and/or equality data on the Enfield population;
- refer to the engagement and/ or consultation you have carried out with stakeholders, including the community and/or voluntary and community sector groups you consulted and their views. Consider what this engagement showed us about the likely impact of the activity/ policy/ strategy/ budget change or decision on different groups.

The results of the EqIA should be used to inform the proposal/ recommended decision and changes should be made to the proposal/ recommended decision as a result of the assessment where required. Any ongoing/ future mitigating actions required should be set out in the action plan at the end of the assessment.

## Section 1 – Equality analysis details

<b>Title of service activity / policy/ strategy/ budget change/ decision that you are assessing</b>	To move to a system of using solely cashless payments and to remove the boroughs pay and display parking machines.
<b>Team/ Department</b>	David Taylor/ David Morris
<b>Executive Director</b>	Joanne Drew
<b>Cabinet Member</b>	Cllr Rick Jewell
<b>Author(s) name(s) and contact details</b>	David B Taylor david.b.taylor@enfield.gov.uk
<b>Committee name and date of decision</b>	

<b>Date the EqIA was reviewed by the Corporate Strategy Service</b>	04.11.22
<b>Name of Head of Service responsible for implementing the EqIA actions (if any)</b>	David B Taylor
<b>Name of Director who has approved the EqIA</b>	Doug Wilkinson

The completed EqIA should be included as an appendix to relevant EMT/ Delegated Authority/ Cabinet/ Council reports regarding the service activity/ policy/ strategy/ budget change/ decision. Decision-makers should be confident that a robust EqIA has taken place, that any necessary mitigating action has been taken and that there are robust arrangements in place to ensure any necessary ongoing actions are delivered.

## Section 2 – Summary of proposal

Please give a brief summary of the proposed service change / policy/ strategy/ budget change/project plan/ key decision

**Please summarise briefly:**

What is the proposed decision or change?

What are the reasons for the decision or change?  
 What outcomes are you hoping to achieve from this change?  
 Who will be impacted by the project or change - staff, service users, or the wider community?

### Summary of Proposal

To maintain the link with engine size and to increase the cost of CPZ permits to ensure that the cost of administering, enforcing and maintaining CPZs are fully recovered.

To introduce an uplift for 2<sup>nd</sup> and 3<sup>rd</sup> permits to encourage mode shift away from car use. The change will directly impact service users, with the wider community potentially benefiting if the change helps promote a change to smaller vehicles and/or a switch to active travel modes.

Not to proceed at this stage with the proposals to introduce:

- a three permit per household cap (the existing three permits per person will be retained);
- alterations to change the structure for visitor vouchers (apart from removing the existing 50 voucher per year cap).

### Background Information

Analysis by TfL<sup>1</sup> indicates that the following factors are most closely associated with higher than average car ownership:

- living in outer London;
- lower levels of public transport accessibility;
- higher income;
- children in the household;
- more than one adult in the household;
- in full time employment;
- Western European nationality.

At an individual level, car ownership varies by age and gender.

- Broadly, car ownership increases with age up to around 50-60 years old and then declines beyond that.
- On average, 46 per cent of men and 34 per cent of women have access to a car in London.
- Across all age bands, car ownership is lower amongst women, with this gap increasing beyond age 40.

Car ownership also varies with ethnicity:

<sup>1</sup> <https://content.tfl.gov.uk/technical-note-12-how-many-cars-are-there-in-london.pdf>

- Car ownership is highest amongst London residents of White ethnic origin, with car ownership around a third lower amongst Black and Mixed or Other ethnic groups.
- Asian families are more likely than other ethnic minority groups to own a car, although car ownership patterns vary substantially between different groups within the 'Asian' categorisation.

#### Multi-generational households

- Many minority ethnic groups in the UK have greater proportions of multigenerational households compared with the White ethnic group. Which may mean that they are more likely to have multiple cars at one property.  
<https://www.ons.gov.uk/peoplepopulationandcommunity/birthsdeathsandmarriages/families/adhocs/12005householdsbyagecompositionandethnicityuk2018>

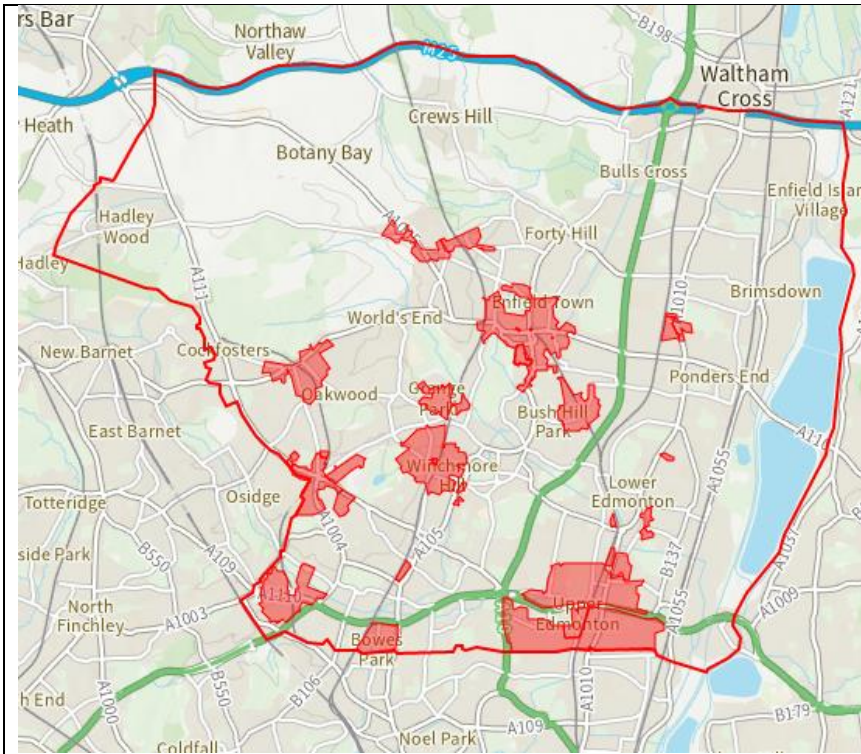
#### Local Data

Data regarding the protected characteristics of permit holders is not currently held.

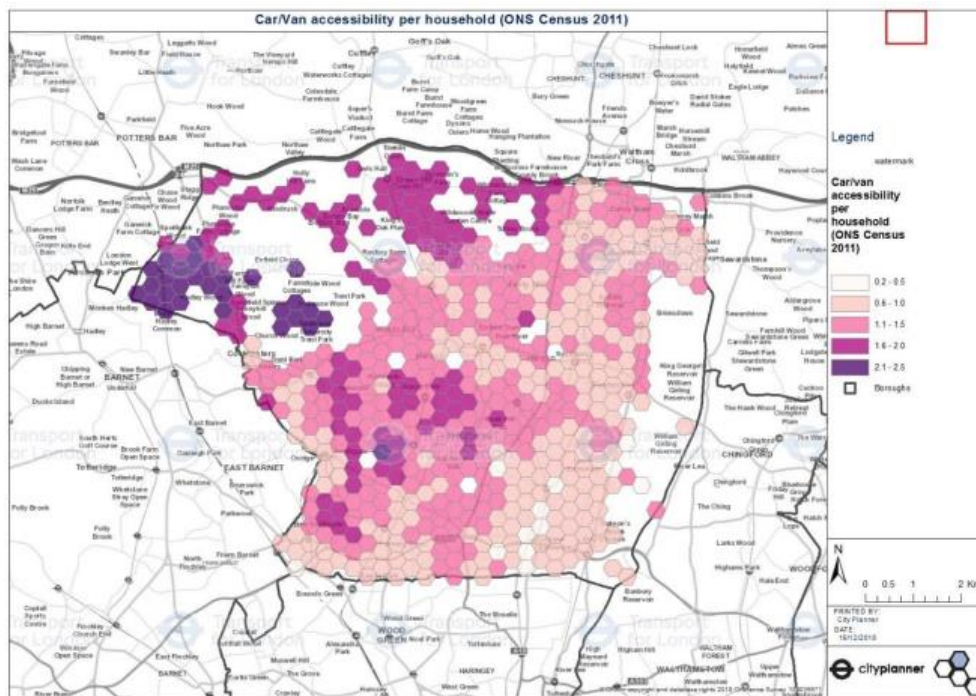
The consultation referred to in the report produced 890 questionnaire responses, 10 emails and one letter. Analysis of the responses indicated that there were differences among disabled and not disabled people in relation to paperless permits (which is not being pursued as part of the current proposals). However, broadly speaking, differences by protected characteristic to other proposals, were either not significant or unlikely to be determining factors. Other factors, such as attitudes to climate change, appeared to be the main influence on residents' perceptions in relation to the proposals.

Currently, approximately 15% of the borough falls within a CPZ, as shown on the image below:

ORIGINAL DECISION

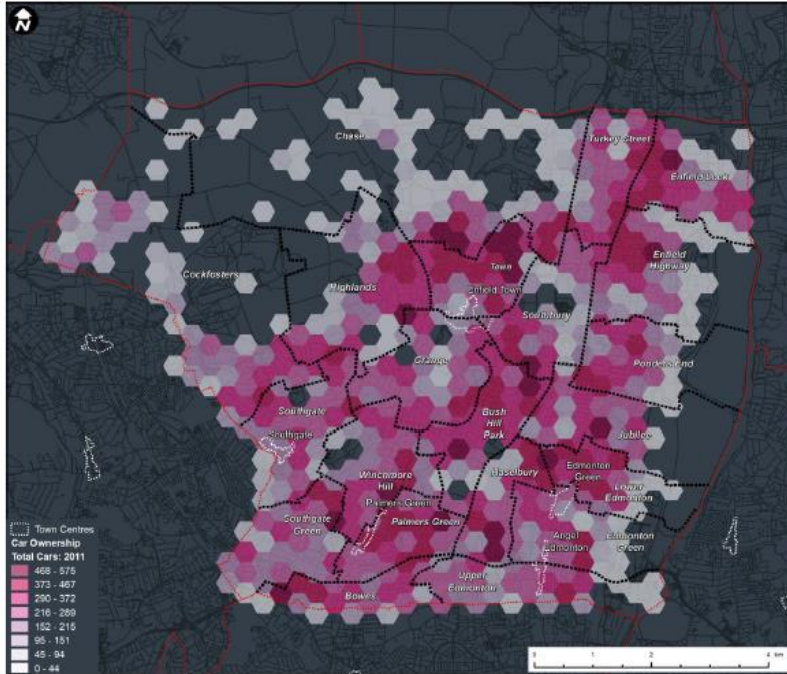


The spatial distribution of access to cars/vans across the borough, based on 2011 Census data, is shown below. At this time 19,653 cars were recorded, which equates to 0.38 cars per capita or 0.99 cars per household. The figure shows that access to cars and vans is higher on the western side of the borough.

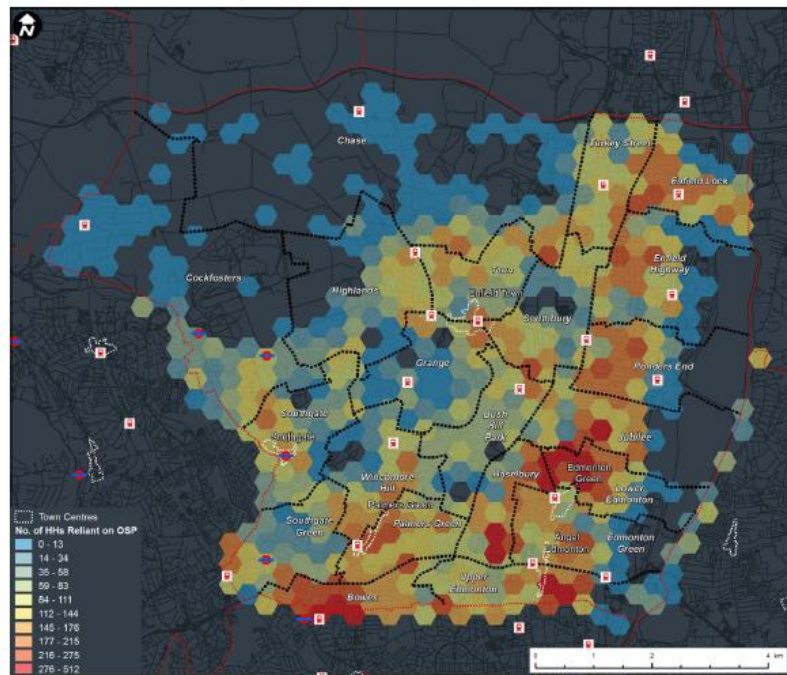


However, because population densities are higher on the eastern side of the borough, the

concentration of cars is more evenly spread, as illustrated below:



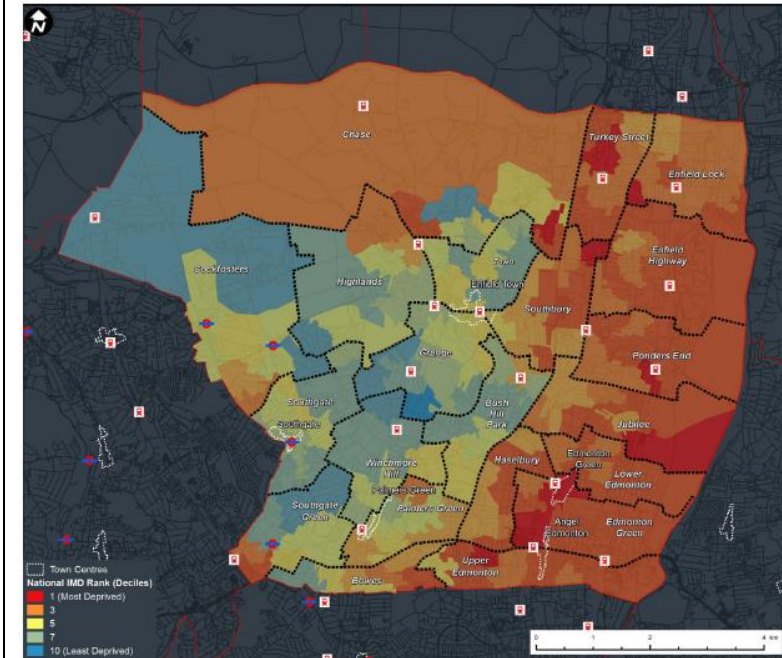
The following figure shows the areas of the borough most dependent on on-street parking, which are generally to the east and south of the borough.



The following figure sets out indices of multiple deprivation across the borough, based on Census Super Output Areas. This indicates that a number of CPZs coincide with deprived areas, particularly those around Edmonton Green. The South-Edmonton Event Day CPZ



also coincides with some deprived part of the borough. However, residents in this CPZ are not affected by the current proposals as their permits are currently free of charge.



## Section 3 – Equality analysis

### Age

This can refer to people of a specific age e.g. 18-year olds, or age range e.g. 0-18 year olds.

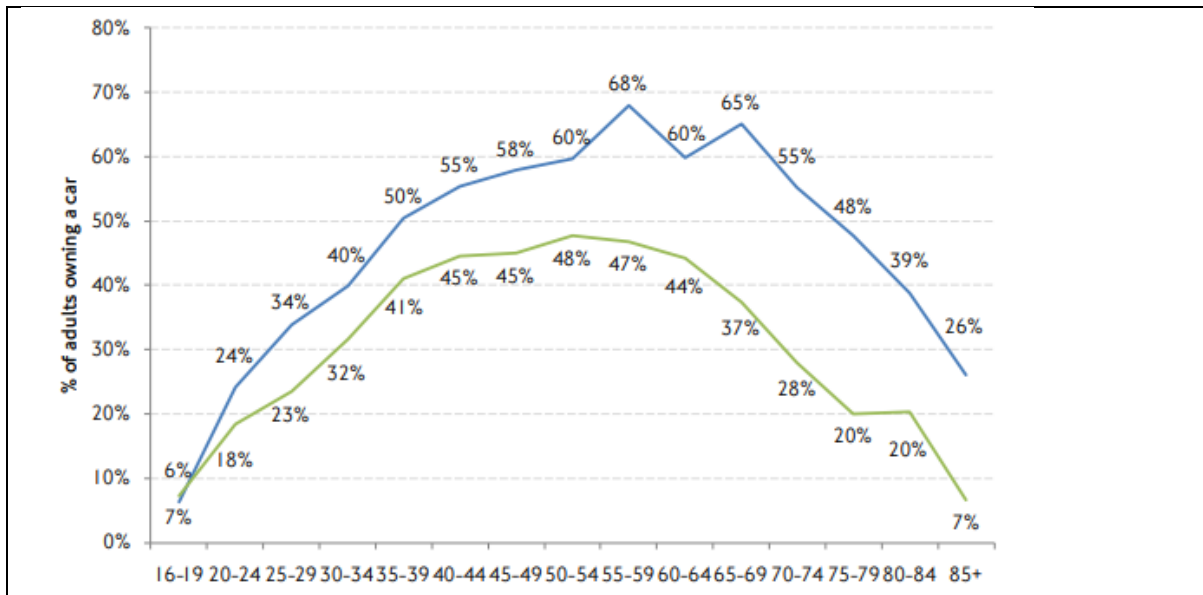
Will the proposed change to service/policy/budget have a **differential impact [positive or negative]** on people of a specific age or age group (e.g. older or younger people)?

Please provide evidence to explain why this group may be particularly affected.

Broadly, car ownership in London increases with age up to around 50-60 years old and then declines beyond that.<sup>2</sup> However, the proposals to increase the cost of CPZ permits will affect all car users living in these zones equally, regardless of their age.

Figure 1: Car ownership in London by age and gender

<sup>2</sup> <https://content.tfl.gov.uk/technical-note-12-how-many-cars-are-there-in-london.pdf>



Nationally, we know that there has been a large increase in the number of older people in England holding a full driving licence. Between 1995/1997 and 2020 the proportion of people aged 70+ holding a licence increased from 39% to 77%. We are aware that some older people with a pensionable income may have a fixed income and could potentially be disproportionately impacted by increases in CPZ costs. However, it should be noted that permit prices are a relatively small proportion of the cost of running a car when considering other running costs (insurance, fuel, maintenance etc.) Furthermore, as an affordable alternative to car ownership for residents, older people of pensionable age are eligible for free travel across London and free local bus journeys nationally.

**Mitigating actions to be taken**

No mitigating action identified.

**Disability**

A person has a disability if they have a physical or mental impairment which has a substantial and long-term adverse effect on the person’s ability to carry out normal day-day activities.

This could include: physical impairment, hearing impairment, visual impairment, learning difficulties, long-standing illness or health condition, mental illness, substance abuse or other impairments.

Will the proposed change to service/policy/budget have a **differential impact [positive or negative]** on people with disabilities?

Please provide evidence to explain why this group may be particularly affected.

At the 2011 Census, 47,979 Enfield residents (15.4% of the total) reported a long-term health problem or disability in response to the question, “Are your day-to-day activities limited because of a health problem or disability which has lasted, or is expected to last, at least 12 months?”.

More recent data on disability among the working age population estimated that in the year ending December 2020, 52,700 (nearly 25%) Enfield residents aged 16-64 were estimated to have a disability, higher than London (17.9%) and England (22.4%).<sup>3</sup> In terms of our population of children and young people, Enfield currently maintains Education, Health and Care Plans for 3.5% of 0–25-year-olds in Enfield, and around 10.6% of school age children and young people receive Special Educational Needs (SEN) Support at school.

There are currently 11,588 blue badge holders in Enfield, some of whom will live in controlled parking zones. Disabled residents living in CPZ zones with a Blue Badge will not be impacted by an increase in the cost of CPZ permits, as they will be entitled to a free resident’s permit. While disabled people who are blue badge holders living out the CPZ, will also be able to park for free in designated bays in the CPZ while displaying their blue badge.

To mitigate the impact of the increase of CPZ permits on carers, who care for disabled people living in the CPZ, care permits will remain free of charge to enable a carer regular home visits to residents in a CPZ.<sup>4</sup>

**Mitigating actions to be taken**

No mitigating action identified.

**Gender Reassignment**

This refers to people who are proposing to undergo, are undergoing, or have undergone a process (or part of a process) to reassign their sex by changing physiological or other attributes of sex.

Will this change to service/policy/budget have a **differential impact [positive or negative]** on transgender people?

Please provide evidence to explain why this group may be particularly affected.

There is no evidence to suggest this will have an adverse impact on the ground of gender reassignment.

**Mitigating actions to be taken**

<sup>3</sup> Enfield Council, [Borough Profile](#), 2021

<sup>4</sup> [https://www.enfield.gov.uk/\\_data/assets/pdf\\_file/0016/4363/carers-permits-terms-and-conditions-parking.pdf](https://www.enfield.gov.uk/_data/assets/pdf_file/0016/4363/carers-permits-terms-and-conditions-parking.pdf)

N/A

### Marriage and Civil Partnership

Marriage and civil partnerships are different ways of legally recognising relationships. The formation of a civil partnership must remain secular, where-as a marriage can be conducted through either religious or civil ceremonies. In the U.K both marriages and civil partnerships can be same sex or mixed sex. Civil partners must be treated the same as married couples on a wide range of legal matters.

Will this change to service/policy/budget have a **differential impact [positive or negative]** on people in a marriage or civil partnership?

Please provide evidence to explain why this group may be particularly affected.

There is no evidence to suggest this will have an adverse impact on the ground of marriage and civil partnership.

### Mitigating actions to be taken

N/A

### Pregnancy and maternity

Pregnancy refers to the condition of being pregnant or expecting a baby. Maternity refers to the period after the birth and is linked to maternity leave in the employment context. In the non-work context, protection against maternity discrimination is for 26 weeks after giving birth, and this includes treating a woman unfavourably because she is breastfeeding.

Will this change to service/policy/budget have a **differential impact [positive or negative]** on pregnancy and maternity?

Please provide evidence to explain why this group may be particularly affected.

The birth rate in Enfield was 15.1 births per 1000 people in 2016, approximately 28 per cent above the national average that year of 11.8, though on par with the Outer London average of 15.0 per 1000 people. Therefore, there are statistically more likely to be pregnant and maternal people who reside in Enfield than the national average, however this is near equal to Outer London.

It is possible that an increase in permit prices could disproportionately negatively impact those who are pregnant, as they may find it difficult to walk short distances and as such rely on private vehicles for door-to-door transport. However, it should be noted that permit prices are a relatively small proportion of the cost of running a car when considering other running costs (insurance, fuel, maintenance etc.)

### Mitigating actions to be taken

No mitigating action identified.
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<p><b>Race</b></p>
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<p>This refers to a group of people defined by their race, colour, and nationality (including citizenship), ethnic or national origins.</p>
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<p>Will this change to service/policy/budget have a <b>differential impact [positive or negative]</b> on people of a certain race?</p>
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<p>Please provide evidence to explain why this group may be particularly affected.</p>
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<p>The proposals to increase the cost of CPZ permits will affect all car users living in these zones, regardless of their race.</p>
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<p>Enfield's Ethnicity estimates are produced in-house, using data from the 2011 Censuses and the 2019 School Census conducted by the local education authority (LEA). Based on these estimates, residents from White British backgrounds make up 35.3% of Enfield's inhabitants with other White groups (including White Irish) combined at 26.4%. Mixed Ethnic Groups account for 5.5%, Asian Groups for 11.0% and Black groups for 17.9% of Enfield's population.<sup>5</sup></p>
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<p>Based on average travel modes from the LTDS data in Enfield all ethnic groups except for 'Other Ethnic Group' are more than likely to drive or be driven in a car or van than use any other mode. It is important to note that the sample size of LTDS data is small, therefore these percentages may not precisely reflect the travel behaviours of each ethnic group.</p>
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<p>It is possible that the uplift in permits for multiple cars registered at one house may have a disproportionate impact on ethnic minority communities. This is because minority ethnic groups in the UK have greater proportions of multigenerational households compared with the White ethnic group. Which may mean that they are more likely to have multiple cars at one property.<sup>6</sup> To mitigate this impact, the uplift in 2<sup>nd</sup> and 3<sup>rd</sup> permits has been capped at 25%. In addition, the proposal cap on the number of permits per household (rather than per person) is not being implemented at this stage so that its impact to be assessed further.</p>
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<p><b>Mitigating actions to be taken</b></p>
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<p>N/A</p>
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<sup>5</sup> Enfield Council, [Borough Profile](#), 2021

<sup>6</sup><https://www.ons.gov.uk/peoplepopulationandcommunity/birthsdeathsandmarriages/families/adhocs/12005/householdsbyagecompositionandethnicityuk2018>

### Religion and belief

Religion refers to a person's faith (e.g. Buddhism, Islam, Christianity, Judaism, Sikhism, Hinduism). Belief includes religious and philosophical beliefs including lack of belief (e.g. Atheism). Generally, a belief should affect your life choices or the way you live.

Will this change to service/policy/budget have a **differential impact [positive or negative]** on people who follow a religion or belief, including lack of belief?

Please provide evidence to explain why this group may be particularly affected.

There is no evidence to suggest this will have an adverse impact on the ground of religion or belief.

### Mitigating actions to be taken

N/A

### Sex

Sex refers to whether you are a female or male.

Will this change to service/policy/budget have a **differential impact [positive or negative]** on females or males?

Please provide evidence to explain why this group may be particularly affected.

According to the Census 2021, in Enfield 52.3% of residents identify as female and 47.7% as male. This is very similar to the percentage split for London as a whole (49 per cent male, 51 per cent female). On average, in London, 46% of men and 34% of women have access to a car.<sup>7</sup> The proposal to increase the cost of CPZ permits will affect all car users living in these zones, regardless of their sex.

### Mitigating actions to be taken

No mitigating action.

### Sexual Orientation

This refers to whether a person is sexually attracted to people of the same sex or a different sex to themselves. Please consider the impact on people who identify as heterosexual, bisexual, gay, lesbian, non-binary or asexual.

Will this change to service/policy/budget have a **differential impact [positive or negative]** on people with a particular sexual orientation?

<sup>7</sup> <https://content.tfl.gov.uk/technical-note-12-how-many-cars-are-there-in-london.pdf>

Please provide evidence to explain why this group may be particularly affected.

There is no evidence to suggest this will have an adverse impact on the ground of sexual orientation.

**Mitigating actions to be taken**

N/A

**Socio-economic deprivation**

This refers to people who are disadvantaged due to socio-economic factors e.g. unemployment, low income, low academic qualifications or living in a deprived area, social housing or unstable housing.

Will this change to service/policy/budget have a **differential impact [positive or negative]** on people who are socio-economically disadvantaged?

Please provide evidence to explain why this group may be particularly affected.

Enfield's IMD ranking compared with the 316 other local authorities in England dropped from 2015 to 2019: Enfield is now the 74th most deprived local authority in England overall, so still within the most deprived 25% of all districts. Enfield's average deprivation score has not worsened. However, Enfield has become relatively more deprived when compared with other London boroughs. In 2015, Enfield was the 12th most deprived borough in London, whereas in 2019 it was the 9th most deprived.

The increase the cost of CPZ permits will affect all car users living in these zones and may have a disproportionate impact on those who are socio-economically disadvantaged. However, it should be noted that permit prices are a relatively small proportion of the cost of running a car when considering other running costs (insurance, fuel, maintenance etc.)

Nationally, we know that car ownership in England depends heavily on household income. According to the Department for Transport's 2019 National Travel Survey, 45% of households in the lowest real income level quintile do not own a car or van compared with 14% of households in the highest real income level quintile.<sup>8</sup>

Furthermore, according to research undertaken by Transport for London, the most commonly used form of transport for Londoners with lower household incomes (below £20,000) is walking. The bus is the next most used form of transport with 69% of people with lower household incomes taking the bus at least once a week compared to 59% of all Londoners. In addition, 42% of Londoners with a household income of less than £20,000 have household access to a car compared

<sup>8</sup> Department for Transport, [National Travel Survey](#), 2019

with 65% of Londoners overall, declining to 27% of Londoners in the lowest household income bracket (less than £5,000).<sup>9</sup>

Most of the borough provides a good level of public transport accessibility, providing a cost-effective alternative to car ownership. In addition, the Council is investing in improving cycle facilities across the borough, providing a healthy and cheap means of active travel. This will help residents to travel, without car usage.

**Mitigating actions to be taken.**

N/A

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<sup>9</sup> Transport for London, [Travel in London: Understanding our diverse communities](#), 2019



## Section 4 – Monitoring and review

How do you intend to monitor and review the effects of this proposal?

Who will be responsible for assessing the effects of this proposal?

Obtain additional information about uptake of permits by people with different protected characteristics to enable better assessment of impacts in future.

Carry out annual review to ensure that costs/ revenue remain in balance.

The impact of the proposal will be assessed by Parking Services, supported by their contractor (NSL).

## Section 5 – Action plan for mitigating actions

Any actions that are already completed should be captured in the equality analysis section above. Any actions that will be implemented once the decision has been made should be captured here.

Identified Issue	Action Required	Lead officer	Timescale/By When	Costs	Review Date/Comments
Data on characteristics of permit holders not currently held.	Review options for obtaining better information about characteristics of permit holders.	David Morris	March 2023	TBC	
Possible impact of uplift on 2 <sup>nd</sup> /3 <sup>rd</sup> permits on minority ethnic groups.	Monitor up-take of 2 <sup>nd</sup> /3 <sup>rd</sup> permits to determine whether impact is greater on certain racial/ethnic groups	David Morris	Quarterly	Absorbed by Service	
Need for regular review of permit prices	Annual reviews of permit prices to ensure cost are being recovered and adjustments can be made in light of monitoring of protected characteristics	David Morris	Annual	Absorbed by Service	

**London Borough of Enfield****Overview & Scrutiny Committee****Meeting Date: 15 December 2022**

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**Subject: Call in – Meridian Water Security Budget Extension****Officer: Director of Development, Peter George****Key Decision: KD 5357**

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**Purpose of Report**

1. This report details a call-in submitted in relation to the following decision:

The Acting Executive Director of Place (taken on 18 November 2022). This has been “Called In” by 7 members of the Council; Councillors Lee Chamberlain (Lead), Adrian Grumi, Paul Pratt, Andrew Thorp, Edward Smith, Peter Fallart, Alessandro Georgiou.

Details of this decision were included on Publication of Decision List No.27/22-23 issued on 18 November 2022.

In accordance with the Council’s Constitution, Overview and Scrutiny Committee is asked to consider the decision that has been called-in for review.

**Proposal(s)**

2. That Overview and Scrutiny Committee considers the called-in decision and either:
  - (a) Refers the decision back to the decision-making person or body for reconsideration setting out in writing the nature of its concerns. The decision-making person or body then has 14 working days in which to reconsider the decision; or
  - (b) Refer the matter to full Council; or
  - (c) Confirm the original decision.
3. Once the Committee has considered the called-in decision and makes one of the recommendations listed at (a), (b) or (c) above, the call-in process is completed. A decision cannot be called in more than once.
4. If a decision is referred back to the decision-making person or body; the implementation of that decision shall be suspended until such time as the decision-making person or body reconsiders and either amends or confirms the decision, but the outcome on the decision should be reached within 14 working

days of the reference back. The Committee will subsequently be informed of the outcome of any such decision

### **Relevance to the Council's Plan**

5. The council's values are upheld through open and transparent decision making and holding decision makers to account.

### **Background**

6. The request received on 23 November 2022 to "call-in" the decision of the Acting Executive Director of Place (taken on 18 November 2022) was submitted under rule 18 of the Scrutiny Procedure Rules. It was considered by the Monitoring Officer.
7. The Call-in request fulfilled the required criteria and the decision is referred to the Overview & Scrutiny Committee in order to consider the actions stated under 2 in the report.
8. Implementation of the Portfolio decision related to this report will be suspended whilst the "Call-in" is considered.

### **Reasons and alternative course of action proposed for the "Call in"**

9. Please see the reasons for call in under item 5 and officer responses at item

### **Proposed course of action is for referral back to the Deputy Leader.**

10. Having met the "Call-in" request criteria, the matter is referred to the Overview and Scrutiny Committee in order to determine the "Call-in" and decide which action listed under section 2 that they will take.

The following procedure is to be followed for consideration of the "Call-in":

- i. The Chair explains the purpose of the meeting and the decisions which the Committee is able to take.
- ii. The Call-in lead presents their case, outlining the reasons for call in.
- iii. The Cabinet Member/ Decision maker and officers respond to the points made.
- iv. General debate during which Committee members may ask questions of both parties with a view to helping them make up their mind.
- v. The Call in Lead sums up their case.
- vi. The Chair identifies the key issues arising out of the debate and calls for a vote after which the call in is concluded. If there are equal numbers of votes for and against, the Chair will have a second or casting vote.
- vii. It is open to the Committee to either;
  - a. take no further action and therefore confirm the original decision
  - b. to refer the matter back to Cabinet -with issues (to be detailed in the minute) for Cabinet to consider before taking its final decision.

- c. to refer the matter to full Council for a wider debate (NB: full Council may decide either to take no further action or to refer the matter back to Cabinet with specific recommendations for them to consider prior to decision taking).

### **Main Considerations for the Council**

11. To comply with the requirements of the Council's Constitution, scrutiny is essential to good governance, and enables the voice and concerns of residents and communities to be heard and provides positive challenge and accountability.

### **Safeguarding Implications**

12. There are no safeguarding implications.

### **Public Health Implications**

13. There are no public health implications.

### **Equalities Impact of the Proposal**

14. There are no equality implications.

### **Environmental and Climate Change Considerations**

15. There are no environmental and climate change considerations.

### **Risks that may arise if the proposed decision and related work is not taken**

16. There are no key risks associated with this report.

### **Risks that may arise if the proposed decision is taken and actions that will be taken to manage these risks**

17. There are no key risks associated with this report.

### **Financial Implications**

18. There are no financial implications.

### **Legal Implications**

19. S 21, S 21A-21C Local Government Act 2000, s.19 Police and Justice Act 2006 and regulations made under s.21E Local Government Act 2000 define the functions of the Overview and Scrutiny committee. The functions of the committee include the ability to consider, under the call-in process, decisions of Cabinet, Cabinet Sub-Committees, individual Cabinet Members or of officers under delegated authority.
20. Part 4, Section 18 of the Council's Constitution sets out the procedure for call-in. Overview and Scrutiny Committee, having considered the decision may:

refer it back to the decision-making person or body for reconsideration; refer to full Council or confirm the original decision.

21. The Constitution also sets out at section 18.2, decisions that are exceptions to the call-in process.

### **Workforce Implications**

22. There are no workforce implications.

### **Property Implications**

23. There are no property implications.

### **Other Implications**

24. There are no other implications.

### **Options Considered**

25. Under the terms of the call-in procedure within the Council's Constitution, Overview & Scrutiny Committee is required to consider any eligible decision called-in for review. The alternative options available to Overview & Scrutiny Committee under the Council's Constitution, when considering any call-in, have been detailed in section 2 above.

### **Conclusions**

26. The Committee following debate at the meeting will resolve to take one of the actions listed under section 2 and the item will then be concluded.

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Governance & Scrutiny Officer  
Email: [marie.lowe@enfield.gov.uk](mailto:marie.lowe@enfield.gov.uk)  
Tel No. 020 8132 1558

Date of report: 6 December 2022

### **Appendices**

Found elsewhere in the agenda pack.

### **Background Papers**

No documents have been relied on in the preparation of this report.

**Reasons for call-in – KD 5357, Meridian Water Security Budget Extension:**

1 - Case is not made for expenditure in terms of costs of the alternatives, ie to clear site or deal with consequences of not enacting security. It is not clear why stronger physical measures would not be sufficient, or the costs to rectify damage done to the site for example.

2 - Insufficient clarity is provided in the report as to a scale of costs for elements of the security, either as levels of service or by breakdown of services provided. Expenditure of £800,000 warrants significantly greater detail to explain and justify its expenditure. Paragraph 21 information should set out in greater detail, including staffing numbers, quantified security activities, numbers of cctv cameras etc.

3 - Further consideration of tendering in order to achieve better value for money is insufficiently documented in this decision. Due diligence should include a comparison of commercial rates.

4 - The insufficient time argument in paragraph 49 implies that this decision was not dealt with in good time. An explanation of why the decision was not made earlier should have been included.

5 - I note a cost saving strategy dependent on police presence is included (paragraph 6). Apart this appearing entirely unrealistic, it is not clear how this could be a strategy to reduce costs as security costs, as police involvement would be likely to be linked to criminal activity.

I ask that it is referred back to Cabinet Member.

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## CALL-IN OF DECISION

**TITLE OF DECISION: KD 5357 - Meridian Water Security Budget Extension**

**DECISION OF: Acting Executive Director, Place – Joanne Drew**

**DATE OF DECISION LIST PUBLICATION: 18 November 2022**

**LIST NO: 27/22-23**

**COUNCILLORS CALLING-IN (The Council's constitution requires seven signatures or more from Councillors to call a decision in).**

**Call in Lead**

**(1) Signature:.....**

**Print Name: Lee Chamberlain**

**(2) Signature:.....**

**Print Name: Adrian Grumi**

**(3) Signature:.....**

**Print Name: Paul Pratt**

**(4) Signature:.....**

**Print Name: Andrew Thorp**

**(5) Signature:.....**

**Print Name: Edward Smith**

**(6) Signature:.....**

**Print Name: Peter Fallart**

**(7) Signature:.....**

**Print Name: Alessandro Georgiou**

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## Overview and Scrutiny Committee – 15 December 2022

### Officer Response: Call-in by Cllr Lee Chamberlain of Decision List 27/22-23 - Key Decision 5357 Meridian Water Security Budget Extension

These arguments are detailed below:

<b>Reason for call-in</b>
<p>1 - Case is not made for expenditure in terms of costs of the alternatives, ie to clear site or deal with consequences of not enacting security. It is not clear why stronger physical measures would not be sufficient, or the costs to rectify damage done to the site for example.</p>
<b>Officer response</b>
<p>Security at Meridian Water is a mixture of proactive, reactive, human and static or physical measures. Requirements change as the project develops. The contract that was procured in 2019 was for a 3 year term with the opportunity to extend by one year subject to programme. The Contract is also very flexible, in terms of being able to change the specification on a month by month basis. Should there be an imminent threat of incursions or anti-social behaviour security can be stepped up and equally should an area change as tenants move out, human security can be removed, and cheaper physical security can replace this. This report seeks to approve the permissible 1year extension and extend the available budget by £800,000.</p> <p>Officers are working hard to reduce costs and the need to draw down this budget on two fronts. Firstly, by accelerating the handover of areas to contractors undertaking infrastructure work. Contractors would then take on the security responsibilities. Secondly by rationalising security and removing human security. Examples include the removal of CCTV from security contract as the Council's own system is expanded into Meridian Water and the removal of human security on certain areas where tenants have moved out and 24 hours access is no longer required. Physical Barriers can be substituted. Where the Council has to provide access for tenants, physical security is not appropriate and human security is required to give access to those that have rights to be on Meridian Water land but to stop those that may want to undertake antisocial or illegal activity.</p> <p>Whilst it is hard to estimate the costs of damage that the security contract has prevented, the cost of rectifying damage has ranged from £5,000 to £10,000 per breach for some of the lower level incursions. In terms of some of the larger incursions the clean up bill for an incursion that impacted the VOSA Site and an area of Phoenix Wharf at Meridian Water in 2017 was in excess of £300k. The Cost of clearing the Thames Water site (Edmonton Marshes) of Fly tip is in excess of £580K. These costs are the direct costs of clearance and do not include the Councils staff time in arranging for the clearance and procuring the clearance contractors.</p> <p>Whenever there are instances of Fly tipping or rubbish left behind there are almost always materials that are hazardous to human health, these range from human waste</p>

to chemicals and oils to asbestos. These materials create health and safety challenges and there is an obligation on the Council as the landowner to remove them safely to protect residents and users of the site.

#### **Reason for call-in**

2 - Insufficient clarity is provided in the report as to a scale of costs for elements of the security, either as levels of service or by breakdown of services provided. Expenditure of £800,000 warrants significantly greater detail to explain and justify its expenditure. Paragraph 21 information should set out in greater detail, including staffing numbers, quantified security activities, numbers of CCTV cameras etc.

#### **Officer response**

This report is seeking approval to extend the existing contract by the year that was approved in the original Key Decision (KD 4910). The original paper and specification set out the rationale for the design of security measures which remains relevant and proposals were evaluated on the basis of price having a 60% weighting and quality 40% weighting. Quality evaluation was based on responses to nine questions exploring skill levels, competencies, previous experience and implementation plans. The nature of the security arrangements are confidential and their disclosure risks reduced effectiveness of the overall strategy.

The Report seeks a budget extension of £800k. (For the last 3 years the costs have been split on a 25% Revenue and 75% capital basis.) It is anticipated that this will cover a year's extra costs if no changes happen. The Government delay in the decision making around the Housing Infrastructure Fund (HIF) grant for the Council's Strategic Infrastructure Works (SIW) at Meridian Water has meant that the contractors haven't been handed their areas to work on and secure. If the decision regarding HIF is made early in 2023 the costs will reduce significantly and the budget of £800k will not be fully utilised. This is because the SIW contractors will be responsible for securing their compounds.

#### **Reason for call-in**

3 - Further consideration of tendering in order to achieve better value for money is insufficiently documented in this decision. Due diligence should include a comparison of commercial rates.

#### **Officer response**

The original Key Decision approved a 3 year contract with the ability to extend this by a year should it be required. The original decision included due diligence and 4 bidders bid for the original contract against the published criteria allowing the market to be tested. Pricing was 60 % of the original appointment. With inflationary pressures and labour shortages there is a significant risk of costs increasing on a re-procurement exercise. The current contract allows for a reduction in services during the contract thereby allowing for a reduction in the costs during the life of the contract should this be possible.

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<b>Reason for call-in</b>
4 - The insufficient time argument in paragraph 49 implies that this decision was not dealt with in good time. An explanation of why the decision was not made earlier should have been included.
<b>Officer response</b>
The Profile security contract was 3 years and included the ability to extend by a year. The initial 3 year contract started in November 2019 and ran until November 2022. As stated above flexibility is built into the contract. This was done in the anticipation that the HIF funded SIW works would begin during 2022 and security for a number of areas would become the responsibility of contractors. The decision making around the HIF Funding was delayed by the Government a number of times starting from early 2022 which then was pushed back to November 2022. Officers were anticipating a HIF decision in November which would have then allowed for a different ask of the extension. When it became clear that the Governments HIF decision was going to be made later than November 2022 the paper was written seeking a 1 year extension and further budget be identified. A funding decision from Government is not now expected until the end of March 2023.

<b>Reason for call-in</b>
5 - I note a cost saving strategy dependent on police presence is included (paragraph 6). Apart this appearing entirely unrealistic, it is not clear how this could be a strategy to reduce costs as security costs, as police involvement would be likely to be linked to criminal activity.
<b>Officer response</b>
A cost mitigation approach identified in Para 6 includes; greater co-operation with the police, looking for long and short term tenants that can take on responsibility for security, reducing the costs of the CCTV by moving to the Council own system and increasing the use of physical barriers as access requirements reduce. Ongoing liaison with the police "Safer By Design" Team has led to greater awareness and to a site visit to Meridian Water by Detective Superintendent Marco Bardetti and a number of his team from the Mets North Area Team on the 14 <sup>th</sup> November 2022. He is the Detective Superintendent for Local Investigations primarily based at Wood Green Police Station. His teams are responsible for investigating and reducing the Offences of Violence, Burglary, Robbery and other serious Crime. We are hoping that these closer relations will prove beneficial for the Meridian Water Project. Discussions have started with regard to the possibility of shared use of facilities on Meridian Water. Officers are of the belief that an increase police presence on Meridian Water will reduce anti-social behaviour and will reduce the need for security.



**London Borough of Enfield****Operational Report****Report of:** Director of Development

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**Subject:** Meridian Water Security Budget Extension**Ward:** Upper Edmonton**Executive Director:** Joanne Drew, Acting Executive Director**Key Decision:** KD 5357 Number

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**Purpose of Report**

1. The existing Meridian Water Security Contract needs to be extended by one year until the handover of various sites (Harbert Road, East Bank and Stonehill) to the Strategic Infrastructure Works (SIW) Team.
2. Robust and comprehensive security is in place across Meridian Water of which this contract forms as part. Security over East Bank, Stone Hill and Tear Drop is currently managed by Profile Security Services Limited and Orbital Business Park is managed by another security company, G UK Security and Service Solutions. The East Bank and Station area will still require security, even when the SIW contractor mobilises. However, once SIW contractor mobilises, the area and nature of this security brief will reduce significantly.
3. There are security concerns over these sites - as other areas owned by LBE have experienced incursions and a high level of criminal activity across the estate. The expanding portfolio of Council owned land across the Meridian Water development has emphasised the need for site-wide security provision. Vacant plots of land are vulnerable to the risk of criminal activities and trespassing.
4. It is anticipated that the SIW contractor will take possession of Harbert Road East Bank and Stonehill in April 2023, therefore additional funding is required to extend the existing security arrangements.
5. We are now seeking to extend the contract by a year as outlined and approved in the original cabinet report and are seeking an additional £800k funding from contingency to cover the rest of this year and the next calendar year.
6. It should be noted that if the SIW work doesn't commence next year that the Council may have further extend security arrangements. It is likely that this will cost up to £50k per month but every effort will be made to reduce this by encouraging a greater police presence, amalgamating plots looking for long and short-term disposals where appropriate that past the security responsibilities to tenants.

## Proposal(s)

7. It is recommended that the Director of Development:

- Approves the extension of Profile Security (approved in KD 4910) by another year to November 2023
- Note that this extension will provide for adequate security over these areas, for the rest of this year and next as well as allow sufficient time to find different and more cost, effective solutions.
- Approves £800k from the Meridian Water contingency budget to cover the costs for security of East Bank, Stonehill, Phoenix Wharf and Teardrop for the rest of this year and until the end of 2023

## Reason for Proposal(s)

8. An extension of the existing Profile Security contract will allow for adequate security over these areas, for the rest of this year and next as well as allow sufficient time to find different and more cost, effective solutions. These solutions will be influenced by the progress of the HIF funded SIW's and tenancies that we may be able to put in place once handover has occurred with SIW, in April 2023. When handover happens Once handover has occurred and SIW are in place, security requirements across the site can be adjusted accordingly. The contract allows scope and therefore cost to be adjusted and where requirements are reduced costs will be reduced meaning less of the requested £800k will be spent. The level of reduction will depend on the HIF funded SIW programme. There will always be a significant security requirement for the East Bank even when SIW are in place, as there are areas that are susceptible to fly tipping and incursions.
9. Security will be required across Tear Drop and Anthony Way as these areas will not be included within SIW. When we ramp up events on East Bank – whether at BLOQS, 4 Anthony Way (through Support the Cause), security presence across the Estate will become increasingly important, we will explore the use of the service charge to reduce the cost to the Council . If Phoenix Wharf is not to be used by SIW, there is a requirement for continued security in this area, to prevent fly tipping along the access road or incursions on the site itself, but we would look to get a tenant in place that would mitigate these costs
10. It is recommended that the additional £800,000 of expenditure towards the security contract that covers the period between November 2022 to December 2023 is approved.

## Relevance to the Council Plan

### 11. **Good homes in well-connected neighbourhoods**

Meridian Water will provide thousands of new homes in a new neighbourhood designed to support and improve the life of Enfield Residents. Significant



areas of land have been acquired by the Council to allow this to happen. Providing security of the assets until the homes are brought forward is vital to ensure value for the tax payer

**12. Safe, healthy and confident communities**

Providing security will reduce the occurrence of antisocial behaviour, keep rubbish to a minimum and keep residents and businesses safe.

**13. An economy that work for everyone**

Providing security on Meridian Water will protect existing businesses and encourage investment and expansion into Meridian Water by new businesses. It will help protect the former industrial area and delivering a safe range of workspaces to attract jobs and investment.

**Background**

14. The contract to procure security over East Bank, Stonehill. Phoenix Wharf and Tear Drop areas were procured under on London Tenders Portal (LTP ref: DN422669) with the successful bidder (Profile Security) starting on 12th November 2019 and an expiration date of 11th November 2022, with a provision to extend the contract for an additional 12 months

15. Discussions are underway to introduce a Service Charge to the tenants over Stonehill Estate and negotiations with new and existing tenants at Anthony Way.

16. The Capital and Revenue split is such that 75% is attributed to Capital and 25% to revenue, with Finance manually recharging against each invoice paid. Invoices are paid against the Capital Cost Code CO20230 with Finance recharging 25% of this to ES5052

**Security Concerns**

17. Situated in Upper Edmonton, the Meridian Water site is exposed to common criminal activity within the Upper Edmonton ward. 3,569 crimes were reported to the Metropolitan Police in 2018 with 915 crimes reported between January and March 2019. Most recently there has been trespassing and minor fly tipping as well as several incursions at another part of the site - Orbital Business Park, with where security staff were subjected to extremely violent and aggressive attacks. The current position for antisocial behaviour means that security across the Meridian Water site is on high alert as intruders are constantly scouting for opportunities and vacant plots. Maintaining security across the whole site is a high priority and any further incursions will result in delays to the wider programme and generate unnecessary expenditure.

18. Within the last two months we have had two incursions on Orbital Business Park and on both occasions, the security team was threatened with violence, resulting in criminal damage to security gates / barriers, vandalism to buildings (both inside and out), costly site clearance and additional costs to security and site protection. Both incidents have resulted in heightened

security measures across East Bank and Stonehill as intruders have threatened on site security here whilst scouting for vacant sites.

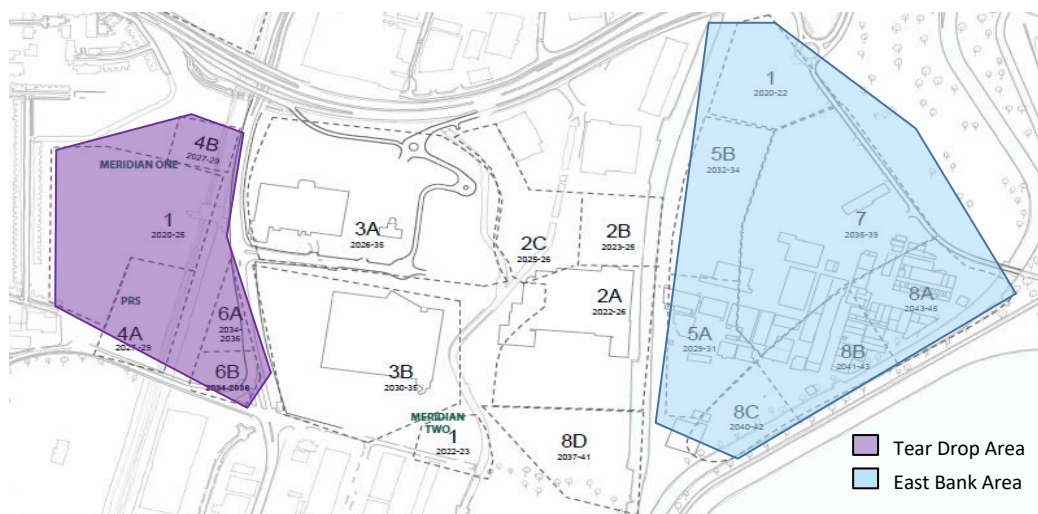
19. With the recent demolition works at F block, on Harbert Road, now completed the areas has more vacant plots as the new road to service the Aytans developments are built out. This increases the risk of both Fly tip and incursions. During the summer of 2020, there was an incursion on the East Bank as well as incursions to the car park at Stonehill Estate on Towpath Road.
20. In May 2022, a stabbing occurred outside a club to the rear of the adjacent Hastings wood Estate, which resulted in three people with non-life-threatening stab wounds.
21. In April 2022 we had an incursion at Tear Drop, which lies near Meridian Water Station. Regular Patrols are currently being undertaken across Tear Drop, East Bank and Stonehill estate. Physical deterrents such as fencing and concrete block barriers have been installed around these areas, as required. Manned barriers are situated at the vehicular entry point into the Stonehill estate area with a Mobile CCTV and monitoring unit operating from Stonehill to oversee the entirety of the East Bank area, patrolling officers regularly walk the parameters of site monitored by a tagging system. The East Bank is currently gated with canine security and security guards patrolling the perimeter and all other gates and entry points have been cordoned off with concrete blocks. Risk assessments are undertaken frequently to assess any areas of weakness on the Estate.
22. Profile Security are currently undertaking security across East Bank and Stonehill Estate, the contract is due to terminate in November 2022, however there is a provision within the contract to extend this for another year. New Budget is required for this extension.
23. Robust and comprehensive security is in place across Meridian Water of which this contract form as part. Other examples include additional security through Enfield Public Safety Centre (EPSC) CCTV cameras are to be installed over Towpath Way and Anthony Way and should be operational within the coming months.

#### Current Status of Sites

24. The current security provisions have ensured no incursions or fly tipping over the East Bank, Tear Drop and Stone Hill Estate with any attempts promptly curtailed by Profile Security. To date, there have been good interactions, communications, and reporting from Profile Security.
25. The following map highlights the Council's land ownership indicating the scope of the development. Where there is not a sitting tenant or where we are waiting for the HIF work to begin there is a risk of anti-social behaviour.



26. Ongoing Security will be required around Tear Drop as this does not fall within SIW. Security at Orbital Business Park and IKEA Clear, is undertaken by another security company, G UK Security, and will fall within the Vinci Taylor Woodrow SIW working area once SIW commence. Phoenix Wharf, VOSA, Stonehill, Harbert Road and Anthony Way will require security and is currently maintained by Profile Security. Hasting wood Industrial Estate is leased and has its own security team.
  
27. Under the terms of Profile Security’s contract, it allows us to change the security cover should circumstances dictate. The current areas are identified below.



28. As a minimum Profile Security provides 24 hour/365 day a year service at pre-identified sites to prevent criminal activity, fly-tipping, incidents and

incursion of rough sleepers through the application of controlled access, patrols, responding to incidents, surveillance and static guarding.

29. Profile Security is managed directly by LBE with the assistance of the Managing Agent (Eddison's). Eddison's provides advice on opportunities to streamline provision and reduce costs whilst maintaining the expected service. Orbital Business Park is managed by another security company, G UK Security and Service Solutions.

### **Main Considerations for the Council**

30. The main considerations are that the Council has responsibilities to secure its capital assets. These assets need to be secured and protected until building and infrastructure are built through the SIW contract.
31. The original security contract was procured in 2019 with a contract value of £2million pounds and for 3 years with the ability to extend for one.
32. This paper seeks approval to extend the contract for 1 year and to identify a further budget of up to £800,000 to cover ongoing security. Work will be ongoing to rationalise the security arrangements and bring forward the SIW's as soon as possible to reduce the need for the entire amount.

### **Safeguarding Implications**

33. There are no safeguarding implication of this report but safeguarding consideration where taken into account when procuring the original contract.

### **Public Health Implications**

34. There are no Public Health Implication from extending the security contract.

### **Equalities Impact of the Proposal**

35. There are no equalities impacts from extending the contract.

### **Environmental and Climate Change Considerations**

36. The security Cabin on the East Bank is powered by solar panels reducing the use of electricity and therefore reducing the Carbon footprint of providing security at Meridian Water

### **Risks that may arise if the proposed decision and related work is not taken**

37. Risk for not implementing the recommendations; fly tipping / incursions on to LBE land, anti-social behaviour, criminal activity, delays to programme, increased costs to site security (fences), theft of construction materials on site, fires/ arson, potential loses to Commercial tenants through burglaries / criminal damage resulting in empty premises / loss of Revenue, as this is a private estate – which is dependant on security calling the Police to incidents

– this Estate could potential encourage lawlessness e.g. street racing etc. Security are our eyes and ears on site and control the movement of traffic on both East Bank (security guard and canine unit day / night) and Stonehill (controlled barrier and at least 8 – 15 vehicle patrols over the day / night over the whole estate)

**Risks that may arise if the proposed decision is taken and actions that will be taken to manage these risks**

38. Risks following implementation: risks of costs being higher, previous security breaches have cost anywhere from £5K upwards depending on the damage left. There is also a risk of delay in SIW meaning the possibility of further security requirements beyond what is identified in this paper.

**Financial Implications**

*Please see Confidential Appendix*

**Legal Implications**

(Legal implications provided by SM on 30th September 2022 based on a report circulated on 23 September 2022 19:24 and re-considered and confirmed on 3<sup>rd</sup> November 2022 by SM based on an updated report emailed on Thu 03<sup>rd</sup> November 2022 15:18)

39. The Council has a general power of competence under section 1(1) of the Localism Act 2011 to do anything that individuals may do, provided it is not prohibited by legislation and subject to Public Law principles. This power encompasses the power to enter into contracts, which in turn will include the extension of contracts to ensure such contracts continue where required. In addition, section 111 of the Local Government Act 1972 permits local authorities to do anything which is calculated to facilitate, or is conducive or incidental to, the discharge of their functions.
40. The extension of the contract that is the subject of this report must be carried out in accordance with the terms of that contract and must be extended before the contract expires. Legal advice should be sought, if required, in order to ensure that the contract is extended properly in accordance with the terms of the contract. If the extension of the contract is not carried out prior to expiry of the contract, then legal advice must be sought to put in place the appropriate legal documentation to implement the extension and regularise the position.
41. There must be adequate budgetary provision to fund the extension of the contract. The Council must comply with all requirements of its Constitution and Contract Procedure Rules (“CPRs”) and the Public Contracts Regulations 2015 as amended. As the value of the extension is over £500,000 the council’s constitution requires that this decision be taken as a key decision. As such all procedures for the taking of key decisions must be followed.

42. Officers should consider whether an equalities impact assessment should be conducted for the purposes of extending the contract that is the subject of this report and set out their considerations of this within this report.

### **Workforce Implications**

43. There are no work force implication of extending the contract

### **Property Implications**

44. Property Services support the proposal set out herein as there is a clear need for a security presence.
45. There are no specific property implications arising directly from this report. There may be future Property Implication. Any future reports will need to be further reviewed and Property Services will comment on those as they arise.

### **Other Implications**

#### **Procurement Implications**

*Comments by Doreen Manning 31 October 2022*

46. A twelve-month extension is permissible under this contract. Under the Contract Procedure Rules for a contract of this value, it is expected that the responsible officer would have carried regular contract management meetings ensuring that value for money has been maintained. Current performance and monitoring would have also informed the decision to extend this contract.
47. Documented contract management meetings, closely monitoring the supplier's performance in line with KPIs should be undertaken on a regular basis.
48. The Councils Contract Register must be updated to include this extension. Evidence of the approval to extend and the executed extension to the contract must be uploaded to the London Tenders Portal.

### **Options Considered**

49. Re-procure security over East Bank, Tear Drop and Stone Hill Estate, however, the procurement process and award will not be completed within time, potentially leaving the Meridian Water exposed to trespass, fly tipping, criminal activity incursions.
50. Doing nothing is not a viable option – as the contract is nearing completion and limited funds available within the existing PO. The existing contract has a 1-year extension possibility.

51. Once HIF funded SIW works are underway, it is assumed that the areas under their responsibility will be hoarded off from the rest of the site with responsibility for site security passing onto them, with the benefit of significant cost savings
52. Employing two or more Community Safety Officers to patrol the sites, would have cost savings, however, the area of coverage is broad for only two CSO's. There would be the issues surrounding the effectiveness of call outs / response times, video surveillance, etc.

## Conclusions

53. Maintaining the existing security arrangements with the established contractor, is considered the most effective solution. At present we have a security guard at Harbert Road (East Bank) with a canine unit patrolling the entire perimeter. At Stonehill, we have a barrier with a security guard, monitoring traffic entering the site. We also have a permanent on-site office at Stonehill with a supervisor, undertaking 6-8 patrols a day over the site as well as monitoring Teardrop. We have strategically placed five towers with 30 - 40 cameras constantly monitoring the site with daily reporting, 24 hours a day. At Orbital Business Park, we have a two security guards monitoring pedestrian traffic entering the main gate, both night and day as well as a canine unit patrolling IKEA Clear and the commercial units.
54. By approving the 1 year extension of the 3 plus 1 original contract for Profile and extending the budget available to £800k, there is flexibility to save money on the procurement, ensure that we have the flexibility to secure the site for a further year but also the ability to reduce the security cover and therefore costs as the SIW – HIF Contractor takes over the sites as is anticipated in early 2023

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Date of report 7th<sup>nd</sup> November 2022

## Appendices

### Background Papers

The following documents have been relied on in the preparation of this report:

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By virtue of paragraph(s) 3 of Part 1 of Schedule 12A  
of the Local Government Act 1972.

Document is Restricted

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