



ADVANCE PUBLICATION OF REPORTS

This publication gives five clear working days' notice of the decisions listed below.

These decisions are due to be signed by individual Cabinet Members
and operational key decision makers.

Once signed all decisions will be published on the Council's
Publication of Decisions List.

- 1. ON AND OFF-STREET PARKING CHARGES (Pages 1 - 28)**

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London Borough of Enfield

Title:	On and Off-Street Parking Charges
Report to:	Portfolio – Cllr Rick Jewell, Cabinet Member for Environment
Date of Report briefing:	N/A
Directors:	Doug Wilkinson
Report Author:	David Morris david.morris@enfield.gov.uk
Ward(s) affected:	All
Key Decision Number	KD 5588
Implementation date, if not called in:	June 2023
Classification:	Part I
Reason for exemption	N/A

Purpose of Report

1. For the Cabinet Member for Environment to agree to the harmonisation and increase of parking charges given in this report

Recommendations

- | |
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| <ol style="list-style-type: none"> I. To agree to the harmonisation and increase of parking charges given in this report II. To agree to publish a notice pursuant sections 36c and 46a of the Road Traffic Regulation Act 1984 to bring into effect the increase in on and of street parking charges set out in the report with effect from June 2023. |
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Background and Options

2. On and off-street parking charges were last reviewed in 2018, since when there have been significant developments in respect of the approach to private vehicles 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"> • Manage growing demand for on-street parking, 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
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, acting 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"> • Limit the provision of car parking spaces on new developments in line with the New London Plan and better manage existing kerbside space.
Air Quality Action Plan (2022)	<p>A number of air quality priorities are identified:</p> <ul style="list-style-type: none"> • <i>make active travel the natural choice, particularly for those trips less than 2km (1.2 miles)</i> • <i>make more school trips safe, sustainable, and healthy</i> • <i>reduce the impact of private vehicles on our streets (through a reduction in emissions)</i> • <i>make the public transport network more accessible and the natural choice for longer trips</i> • <i>reduce emissions from both existing buildings and new development.</i> <p>These priorities are supported by a number of actions, including by <i>managing growing demand for on-street parking.</i></p>

3. The legislation surrounding on and off-street parking has been clarified following a number of cases and the setting of charges must be for the very specific purposes set out in the Road Traffic Regulation Act 1984 (as amended), namely

“to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway. This duty can be delivered in a number of ways, including by using price to manage demand for on-street parking. However, it can also be delivered by implementing measures that aim to reduce vehicle use by, for instance, encouraging active travel and public transport.

4. The current on and off-street charges are set out below, with higher charges in Enfield Town compared with the rest of the borough.
5. The Council last increased on and off-street parking charges in 2018.
6. To ascertain the level of usage of paid for on-street parking bays, surveys were carried out over a three-day period in December 2022

Key Results

7. When demand for parking reaches 85% of available supply it becomes increasing difficult to find parking space, resulting in ‘parking stress’. The peak demand across all sites was observed on the Saturday in the period 1300-1400 with 720 vehicles parked, a stress of 87%. However, all 12 Pay and Display sites experienced stress levels over 85% at some points during the survey period.
8. The weekday peak demand across all sites was observed in the period 1200-1300 with 676 vehicles parked, a stress of 82%. Eight of the 12 sites experienced stress levels over 85% at some point during the survey period.
9. Following analysis of the results, it is clear that there is a high level of occupancy in all 12 Pay and Display areas. The result of such high occupancy can adversely impact an area and may cause the following risks:
 - Vehicles circling the area searching for available spaces causing an impact on the free flow/ congestion and movement of traffic on the network.
 - Engine Idling caused by vehicles waiting for a space to become free whilst stationary with their engines running which impacts on air quality too.
 - Impact on high street businesses if there is an inadequate turnover of available spaces.

Proposed New Charges

10. In response to the current policy context and the results of the recent on-street occupancy surveys, the following changes are proposed:
 - Standardise charges across the borough – which will make it easier for motorists to understand and will allow for motorists to use their paid for time to park in other areas if they have time remaining. For example, if you pay for an hour in Enfield Town.....
 - Increase on-street charges to increase turnover of spaces being available
 - Increase long stay prices in off-street car parks to encourage shorter stay-parking, and to deter commuter parking by car.
 - To maintain short-stay prices in all off-street car parks at current Enfield Town tariff levels to encourage more to park off-street rather than on-street.
 - To introduce a link between car parking charges and bus fares to ensure that there is not a built-in financial incentive to drive to town centers rather than use public transport.

- The proposed changes are comparable with Neighbouring Borough charges. (Appendix 1).

11. Harmonise the charges across the borough - The on and off-street parking charges are currently higher in Enfield Town than the rest of the borough. Whilst this reflect the higher demand for parking in Enfield Town, there are wider benefits in having a single tariff structure across the whole borough, particularly in terms of clarity for motorists.

12. Applying the industrywide standard method to increase the turnover of on-street spaces, it is proposed that the charges set out in the table below be introduced:

13. Further, to deter long stay parking by commuters in car parks and to ensure that spaces for short-stay parking are maximised, it is proposed to increase the charges for parking over 3 hours. The parking charge for parking up to 3 hours will be harmonised to the current Enfield Town levels.

14. Travelling by bus to one of the town centres in the borough would typically cost £1.75, or £3.50 for a round trip. This provides a benchmark when considering parking charges and in the context of the local and London wide policy aim to encourage walking cycling and public transport use.

Tariff structure – Parking up to....	Current On-street charges (excl. Enfield Town)	Current Enfield Town On-street charges	Proposed Borough-wide On-street charges	Cost Comparison to a round trip to a town centre using bus (fare currently £3.50)
15 mins	£0.40	£0.50	£0.70	0.2
30 mins	£0.80	£1.00	£1.40	0.4
1 hour	£1.50	£2	£2.80	0.8
2 hours	£3.00	£4	£5.60	1.6
3 hours	£4.50	-	£7.00	2.0
4 hours	£6.00	-	£8.00	2.3

15. The proposed off-street parking charge is £2.80 for stay of 1-3 hours, or 80% of the cost of a round trip by bus. The proposed on-street charge for 1 hour has also been set at 80% of the cost of a round trip by bus. It is proposed that these charges track the cost of a trip by bus, potentially increasing over time until parity is achieved.

Tariff structure – Parking up to....	Current Off-street charges (excl. Enfield Town)	Current Enfield Town Off-street charges	Proposed Borough-wide Off-street charges	Cost Comparison to a round trip to a town centre using bus (fare currently £3.50)
Up to 1 hour	£1.20	£1.40	£1.40	0.4
1 to 3	£2.40	£2.80	£2.80	0.8
3 to 5	£4.00	£5.00	£6.40	1.8
Over 5	£6.00	£8.00	£10	2.9

16. Risks that may arise if the proposed decision and related work is not taken

Risk Category	Risks
Reputational and Strategic	With any change in Parking Tariffs there are concerns from stakeholders that this will affect the high street. However, increasing the tariffs may lead to a better turnover of spaces which will attract more shoppers
Strategic	If car parking charges are not linked to bus fares, car use could be encouraged to the detriment of the Council's transport policy objectives.
Operational	If long stay on and off-street parking tariffs are not increased, we will not achieve the turnover of spaces needed to support our town centres.

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

Risk Category	Comments/Mitigation
Reputational	<p>Risk: Public criticism of increased charges at a time of pressures on household budgets.</p> <p>Mitigation: Short-stay car parking charges have been linked to, but kept below the equivalent return bus fare. The cost of long-stay parking has been increased to make walking cycle and public transport a more attractive option.</p> <p>Steps will be taken to publicise the new parking charges and alternative options for travelling to and from town centres.</p>

Preferred Option and Reasons For Preferred Option

18. It is recognised that in the London Borough of Enfield, the supply and availability of accessible, safe, and good quality parking is a key element of the transport infrastructure supporting the vitality of the Borough's town centres. The price of parking also has a significant bearing on the way that spaces are used and the duration of which they are used. In particular, given the limited supply of space, tariffs have been developed to ensure a sufficient turnover of spaces so that some free spaces are available at most times.

19. The Department for Transport's *Statutory Guidance for Local Authorities In England On Civil Enforcement Of Parking Contraventions* states that the following factors should be considered when setting parking charges:

- managing the traffic network to ensure expeditious movement of traffic, (including pedestrians and cyclists),
- improving road safety
- improving the local environment
- improving the quality and accessibility of public transport
- meeting the needs of people with disabilities, some of whom will be unable to use public transport and depend entirely on the use of a car

- managing and reconciling the competing demands for kerb space
20. The Guidance makes it clear that Authorities should never use parking charges just to raise revenue or as a local tax. However, the Guidance acknowledges that “where demand for parking is high, the delivery of transport objectives with realistic demand management prices for parking may result in surplus income”. In such cases, Section 55 of the Road traffic Regulation Act 1984 (as amended) and the Traffic Management Act 2004 require that local authorities must ensure that any on-street revenue and off-street enforcement revenue is used for legitimate purposes only.
21. The legislation surrounding on and off-street parking has been clarified following a number of cases and the setting of charges must be for the very specific purposes set out in the Road Traffic Regulation Act 1984 (as amended), namely “to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway. This duty can be delivered in a number of ways, including by using price to manage demand for on-street parking. However, it can also be delivered by implementing measures that aim to reduce vehicle use by, for instance, encouraging active travel and public transport.
22. Other options were considered:
23. **Continue with current parking charges.** This isn’t recommended as the on-street surveys demonstrate that on-street bays are already experiencing parking stress. operating at or over 85% parking levels. The price of parking has a significant bearing on the way that parking spaces are used and the duration of which they are used. In particular, given the limited supply of parking space, tariffs have been developed to ensure a sufficient turnover of parking spaces so that some free parking spaces are available at most times.
24. **Increase the supply of parking.** In theory, the demand for parking space could be addressed by increasing the supply of space rather than increasing the cost of parking. However, the opportunity to increase supply is limited due the competing demand for kerb-side space. In addition, this would be contrary to the Council’s aims to encourage active travel and use of public transport.
25. **Reduce the maximum length of stay in on-street bays.** Most paid for on-street parking is limited to two hours, with a few limited to four hours in the vicinity of the North Middlesex Hospital. Reducing the maximum length of stay to below two hours would adversely impact certain types of business such as restaurants and hairdressers and is therefore not recommended.

Relevance to Council Plans and Strategies

Clean and green places

26. 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.

The plans sets out a number of actions including:

Limit the provision of car parking spaces on new developments in line with the New London Plan and better manage existing kerbside space.

Strong, healthy and safe communities

27. The charges are set at a level that do not discourage stakeholders to shop in other areas as charges are set at a comparable level to other local boroughs

Thriving children and young people

28. Parking Services will continue to enforce outside of schools to ensure the safety of children. Any surplus revenue made from parking enforcement contributes to funding of freedom passes for young children to travel for free on public transport.

More and better homes

29. 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.

An economy that works for everyone.

30. The charges are set at a level that do not discourage stakeholders to shop in other areas as charges are set at a comparable level to other local boroughs

Financial Implications

31. This report seeks to agree the harmonisation/increase of parking charges across the Borough. The on and off-street parking charges were last reviewed in 2018. Since then, there have been significant developments in respect of the approach to private vehicles in London as set out in regional planning and transport policies.

32. The following changes are proposed: -

- Standard charges across the borough
- Increase on-street charges to increase chance of spaces being available
- Increase long stay prices in off-street car parks to encourage a shift to walking, cycling and public transport
- To maintain short-stay prices in off-street car parks at current levels to encourage more to park off-street rather than on-street
- To deter long stay parking by commuters in car parks and to ensure that space for short-stay parking is maximised

• **On-street spaces**

Tariff structure	Current on-street charges (excl. Enfield Town)	Current Enfield Town on-street charges	Proposed All-Enfield on-street charges
15 mins	£0.40	£0.50	£0.70
30 mins	£0.80	£1.00	£1.40

1 hour	£1.50	£2.00	£2.80
2 hours	£3.00	£4.00	£5.60
3 hours	£4.50	-	£7.00
4 hours	£6.00	-	£8.00

- **Car Parks**

Tariff structure	Current Off-street charges (excl. Enfield Town)	Current Enfield Town car park charges	Proposed All-Enfield car park charges
Up to 1 hour	£1.20	£1.40	£1.40
1 to 3	£2.40	£2.80	£2.80
3 to 5	£4.00	£5.00	£6.40
Over 5	£6.00	£8.00	£10.00

33. The proposed changes will bring the current LBE tariffs in line with Neighbouring Borough charges. (Appendix 1).

Legal Implications

34. By virtue of the Road Traffic Regulation Act 1984 (RTRA 1984) Section 122 the Council has a duty to secure the provision of suitable and adequate parking facilities on and off the highway.
35. Section 45(1) and (2) (b) of RTRA 1984 provides that a local authority may designate by order, parking places on highways for vehicles and may make charges for vehicles left in a parking place. Section 46 RTRA 1984 provides for charges to be prescribed by the designation order or by a separate order made by the authority.
36. Section 46A RTRA 1984 enables charges to be varied by way of a notice and Regulation 25 of the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 requires any a notice of variation under Section 46A must be given, as a minimum, by publishing it at least once in a newspaper circulating in the area in which the parking places to which the notice relates are situated at least 21 days before it is due to come into force.
37. Section 32 RTRA 1984 provides powers for a local authority to provide off-street parking places for the purpose of relieving or preventing congestion. Section 35 RTRA 1984 enables local authorities to control the use of the parking places, including by introducing charges. Section 35C RTRA 1984 allows local authorities to vary charges and Regulation 25 of the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 requires any a notice of variation under Section 35C must be given, as a minimum, by publishing it at least once in a newspaper circulating in the area in which the parking places to which the notice relates are situated at least 21 days before it is due to come into force and also to display a copy of the notice in the parking place on the date on which the notice is given and take all reasonable steps to ensure that it continues to be so displayed and remains in a legible condition until the date on which it comes into force.

38. 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 be set by reference to the cost of operating the permit scheme and not with a view to making a surplus. The Council has a wide discretion to differentiate between users of parking facilities, vehicles and periods of charging when setting a permit policy.
39. Regard must be had to the Section 49 Equality Act 2010 Public Sector Equality Duty in respect of the proposals.
40. The proposals set out in this report are within the Council's powers and duties.

Equalities Implications

41. The increased charge will apply to all motorists (except where current exemptions apply for blue badge holders).
42. An Equalities Impact Assessment has been carried out and the following mitigating actions have been identified:
43. Motorists will be informed in advance of any changes, so that they have reasonable time to prepare for the change.
44. Currently, parking is free in most areas of the borough on a Sunday. However, parking is not free on prayer days of other religions. Whilst not proposed in this report, it is noted that on-street controls would also need to be considered if off-street charges were ever to be proposed on Sundays.

Environmental and Climate Change Implications

45. 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.
46. The proposal supports the Climate Action Plan through disincentivising driving to encourage alternative sustainable and low carbon travel alternatives.

Public Health Implications

47. Physical activity is fundamental to health and wellbeing. A lack of physical activity has been shown to increase the risk of death, diabetes, musculoskeletal disease / injury, cancer, and cognitive decline. Physical activity was described by the Chief Medical Officer as a 'wonder drug'.
48. Transport is one means whereby physical activity can be integrated into everyday life. Any success in achieving a modal shift from motorised to active transport will therefore not only improve the health of the public through increased physical activity but will also reduce air pollution which itself impacts on all residents in the borough.

Procurement Implications

49. The proposals do not in themselves have any direct implications on Procurement.
50. The Council has a Sustainable and Ethical Procurement Policy that was approved at Cabinet February 2022. Services need to ensure that all procurement activity (specifically over the threshold) is aligned to this policy, specifically those related to supporting social value and delivering the Council objectives and plan.

Other Implications

51. The Town Centre Development team support deterring vehicles staying for long periods near Town centres. They also support any initiative that may deter shorter journeys and stays by car to Town Centres to encourage active travel as it may improve dwell time and spend.

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Background Papers

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

#Departmental reference number, if relevant: PL2223_002

Appendix 1

Off-Street/Car Park Charging Borough Comparison

Tariffs	Proposed Enfield	Waltham Forest	Barnet	Haringey
Up to 30 mins			£0.65-£0.96	
Up to 1 hour	£1.40	£1.50-£2.70	£2.56	£1.25
Up to 1.30 hours			£1.30-£3.84	
Up to 2 hours		£2.70-£4.40	£1.28-£3.33	
Over 2 hours			£4.16-£6.40	
Up to 3 hours		£3.70-£5.40	£1.92	
Over 3 hours			£1.92-£4.48	
1-3 hours	£2.80			£2.40
3-4 hours				£3.80
Up to 4 hours		£8.50	£1.92-£4.61	
Over 4 hours			£2.56-£6.40	£7.20
3-5 hours	£6.40			
Over 5 hours	£10.00			

On-street Charging Borough Comparison

Tariffs	Proposed Enfield	Waltham Forest	Barnet	Haringey
15 mins	£0.70		£0.45	£0.52-£0.82
30 mins	£1.40	£1.50-£2.50	£0.83-£1.28	
1 hour	£2.80	£2.50-£4.50	£1.66-£2.56	£1.30-£3.30
2 hours	£5.60		£2.50-£5.12	
3 hours	£7.00	£4.20-£6.00		
4 hours	£8.00	£4.10	£4.16	

Current Car Parks

Car Park	Spaces	Opening Times/Current Tariffs
Little Park Gardens	99	Monday to Saturday Up to 1 hour: £1.40 1-3 hours: £2.80 3-5 hours: £5 Over 5 hours: £8 Sunday Up to 3 hours: Free 3-5 hours: £5 Over 5 hours: £8
New River Loop	46	Monday to Saturday Up to 1 hour: £1.40 1-3 hours: £2.80 3-5 hours: £5

		Over 5 hours: £8 Sunday Up to 3 hours: Free 3-5 hours: £5 Over 5 hours: £8
Genotin Road	96	Monday to Friday Free after 18.30 Saturday Up to 1 hour: £1.40 1-3 hours: £2.80 3-5 hours: £5 Over 5 hours: £8 Sunday Up to 3 hours: Free 3-5 hours: £5 Over 5 hours: £8
Church Lane	16	Monday to Saturday Up to 1 hour: £1.40 1-3 hours: £2.80 3-5 hours: £5 Over 5 hours: £8 Sunday Up to 3 hours: Free 3-5 hours: £5 Over 5 hours: £8
Sydney Road	68	Monday to Saturday Up to 1 hour: £1.40 1-3 hours: £2.80 3-5 hours: £5 Over 5 hours: £8 Sunday Up to 3 hours: Free 3-5 hours: £5 Over 5 hours: £8
Lodge Drive	151 Includes free 45 minute bays (no return in 4 hours)	Monday to Saturday Up to 1 hour: £1.20 1-3 hours: £2.40 3-5 hours: £4 Over 5 hours: £6 Sunday Free all day
Minchenden	100	Monday to Saturday Up to 1 hour: £1.20 1-3 hours: £2.40 3-5 hours: £4 Over 5 hours: £6 Sunday Free all day

Lion Road	19	Monday to Saturday Up to 1 hour: £1.20 1-3 hours: £2.40 3-5 hours: £4 Over 5 hours: £6 Sunday Free all day
Fairfield Road	27	Monday to Saturday Up to 1 hour: £1.20 1-3 hours: £2.40 3-5 hours: £4 Over 5 hours: £6 Sunday Free all day
Raynham Road	53	Monday to Saturday Up to 1 hour: £1.20 1-3 hours: £2.40 3-5 hours: £4 Over 5 hours: £6 Sunday Free all day
Eagle House	26	Monday to Saturday Up to 1 hour: £1.20 1-3 hours: £2.40 3-5 hours: £4 Over 5 hours: £6 Sunday Free all day
Falcon Road	47	Monday to Saturday Up to 1 hour: £1.20 1-3 hours: £2.40 3-5 hours: £4 Over 5 hours: £6 Sunday Free all day
Fords Grove	72 Includes free 45 minute bays (no return in 4 hours)	Monday to Saturday Up to 1 hour: £1.20 1-3 hours: £2.40 3-5 hours: £4 Over 5 hours: £6 Sunday Free all day
Palace Gardens	523	Monday to Saturday Up to 1 hour: £1.40 1-3 hours: £2.80 3-5 hours: £5 Over 5 hours: £8 Sunday Up to 3 hours: Free

	3-5 hours: £5 Over 5 hours: £8
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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

Title of service activity / policy/ strategy/ budget change/ decision that you are assessing	To Implement Increase of Parking Charges in On and Off-Street bays
Team/ Department	David Morris
Executive Director	Sarah Cary
Cabinet Member	Cllr Rick Jewell
Author(s) name(s) and contact details	David Morris david.morris@enfeild.gov.uk
Committee name and date of decision	

Date the EqIA was reviewed by the Corporate Strategy Service	2023
Name of Head of Service responsible for implementing the EqIA actions (if any)	David Morris
Name of Director who has approved the EqIA	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?

What is the proposed decision or change?

To increase the parking charges in the borough for both on-street and car parks.

The increased charge will apply to all motorists, (except where current exemptions apply for blue badge holders).

What are the reasons for the decision or change?

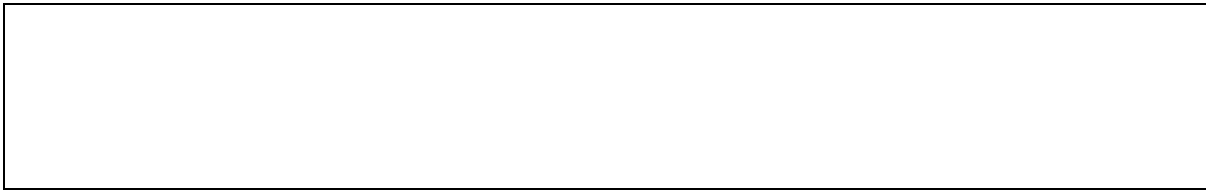
1. Parking charges can help to curb unnecessary car use where there is adequate public transport or walking or cycling are realistic alternatives, for example in town centres which would reduce congestion and CO2 emissions.
2. Charges can reflect the value of kerb-space, encouraging all, but short-term parking to take place in nearby off-street car parks where available.
3. Survey work carried out has shown that on-street parking spaces are at near capacity.
4. To ensure better use of on-street spaces, the decision is being taken to increase the parking charges. Parking spaces in car parks will stay the same for those wishing to park for short periods but increase for longer stayers to ensure that car spaces are better used.

What outcomes are you hoping to achieve from this change?

5. A better use of both on and off-street parking spaces.

Who will be impacted by the project or change - staff, service users, or the wider community?

6. Members of the public who park in busy areas of the borough that have parking charges.
7. If a vehicle is found with no payment to park, a Penalty Charge Notices (PCNs) may be issued. Currently the contravention for this type of offence is £80 £130 reduced by 50% to £40 if paid within 14 days of service for prompt payees.



Section 3 – Equality analysis

Age

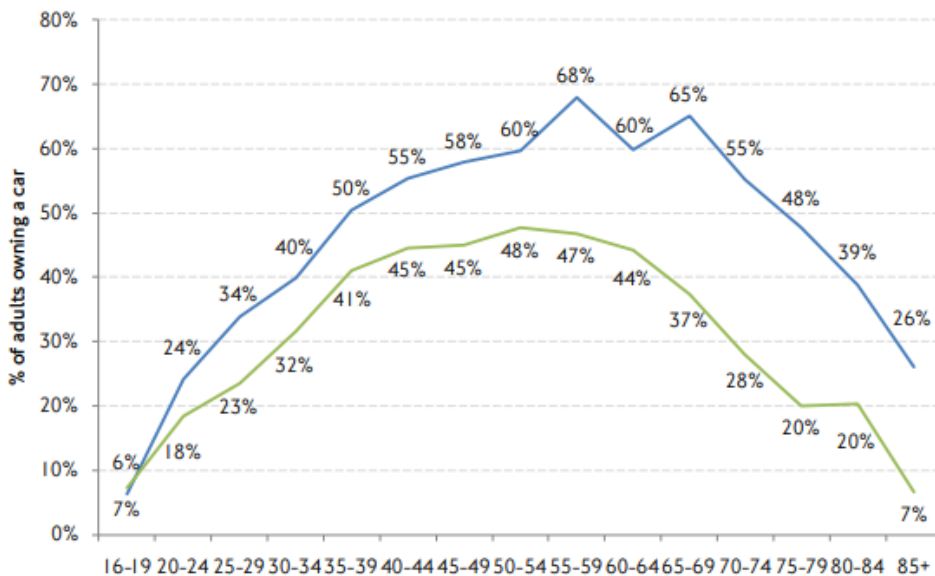
This can refer to people of a specific age e.g. 18-year-olds, or age range e.g. 0-18 year olds.

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.¹

Figure 1: Car ownership in London by age and gender



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%.

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

Any parking charge increase may affect those motorists who rely on a pension however the Council has a responsibility to manage kerb space. 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.

However, this decision will not have an impact on the current parking rules for Brown badge holders and it should also be said that car parks on Sundays will still currently be free for three hours.

Mitigating actions to be taken

To make sure motorists are informed in advance of any changes, so that they have reasonable time to prepare for the change

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 2021 Census, 44,900 people in Enfield reported having a disability in the census - 13.6% of the total population. 21,145 (6.4%) of those with a disability reported that their day-to-day activities were limited a lot, and 23,731 (7.2%) reported that their day-to-day activities were limited a little. An additional 14,450 people (4.4%) are not disabled but do have a long-term health condition

There are currently 11,588 residents that hold a blue badge in the borough. All motorists, including Blue Badge holders should adhere to the parking restrictions on the boroughs' roads. Following this decision to increase parking charges, blue badge holders will still be able to park in parking bays both on and off-street:

- On-street-Up to three hours when display the blue badge and time clock for free
- Off -street –Blue badge holders will also continue to park for free all day in Council Car Parks (except for Palace Gardens Multi-storey which is free for three hours) when displaying the blue badge.

Mitigating actions to be taken
To make sure motorists are informed in advance of any changes, so that they have reasonable time to prepare for the change

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
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.

There is no evidence to suggest this will have an adverse impact on the ground of pregnancy and maternity. The proposed parking charges on-street around North Middlesex Hospital are higher for those who want to park for longer but are lower than the off-street parking provision in Hospital. This aligns with other areas of the borough where off-street parking is preferable to on-street parking.

Proposed on-street charges	North Middlesex Car Park Charges
15 mins - 70p	
30 mins - £1.40	
1 hour - £2.80	
2 hours - £5.60	
3 hours - £7.00	
4 hours - £8.00	

Mitigating actions to be taken

To make sure motorists are informed in advance of any changes, so that they have reasonable time to prepare for the change

Race

This refers to a group of people defined by their race, colour, and nationality (including citizenship), ethnic or national origins.

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

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

Car ownership also varies with ethnicity:

- 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>

Enfield's Ethnicity breakdown using 2021 census information is as follows: White British, White Irish and White Other 46.1%, Greek 1.1%, Greek Cypriot 3%, Turkish 5.3%, Turkish Cypriot 2.3%, Kurdish 1.7%, Kurdish 1.7%, Mixed White/black Caribbean 1.6%, Mixed White/Asian 1.2%, Mixed White/Black African 0.9%, Mixed Other 2.2%, Indian 3.6%, Pakistani 1.1.%, Bangladeshi 2.5%, Chinese 0.8%, Other Asian 3.5%, Somali 2.5%, Other Black African 8.2%, Black Caribbean 5.1%, Other Black 2.7% and other ethnic group 3.7%

Based on average travel modes from the London Travel Demand Survey 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 modes of transport. However, all motorists should adhere to the parking charges in place.

Mitigating actions to be taken

To make sure motorists are informed in advance of any changes, so that they have reasonable time to prepare for the change

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.

Enfield is a diverse borough with residents of different faiths and beliefs. Data from the last census in 2021 shows that Christianity was the most common religion in the borough (46%). 19% of residents were of the Muslim faith, and 20% hold no religion or belief at all.

Religion Proportion of Enfield population

Christian	46%
Buddhist	0.5%
Hindu	3%
Jewish	1%
Muslim	19%
Sikh	0.4%
Other religion	3%
No religion	20%
Religion not stated	7%

Currently, parking is free in most areas of the borough on a Sunday. However, parking is not free on prayer days of other religions. The operational hours of local controlled parking zones will be considered as part of a review by the Council in 2023.

Mitigating actions to be taken

Review of controlled parking zones will be taking place in 2023 which will include operational hours.

To make sure motorists are informed in advance of any changes, so that they have reasonable time to prepare for the change

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.²

However, all motorists should adhere to the parking charges in place.

Mitigating actions to be taken

To make sure motorists are informed in advance of any changes, so that they

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

have reasonable time to prepare for the change
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<p>Sexual Orientation</p>

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

<p>Please provide evidence to explain why this group may be particularly affected.</p>
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<p>There is no evidence to suggest this will have an adverse impact on the ground of sexual orientation.</p>
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<p>Mitigating actions to be taken</p>
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<p>N/A</p>

<p>Socio-economic deprivation</p>
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<p>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.</p>

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

<p>Please provide evidence to explain why this group may be particularly affected.</p>
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<p>Enfield's Index of Multiple Deprivation 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.</p>
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<p>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.³</p>
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³ Department for Transport, [National Travel Survey](#), 2019

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 with 65% of Londoners overall, declining to 27% of Londoners in the lowest household income bracket (less than £5,000).⁴

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.

Any parking charge increase may affect those motorists whose may have a low household income. However, the Council has a responsibility to manage kerb space. It should also be noted that car parks on Sundays will still currently be free for three hours.

Mitigating actions to be taken.

To make sure motorists are informed in advance of any changes, so that they have reasonable time to prepare for the change

⁴ 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?

We will monitor appeals to see whether any of those on the EQIA do receive PCNs and how the changes may affect them. Parking Services (Head of Parking Services) will be responsible for making changes if necessary.

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
To make sure motorists are informed in advance of any changes, so that they have reasonable time to prepare for the change	To ensure any changes are advertised correctly in line with any statutory guidance	David Morris	Before the changes take place (May 2023)	Absorbed by Service	To form part of the implementation process.
Review of controlled parking zones will be taking place in 2023/4 which will include operational hours.	To ensure that any changes to CPZs take into consideration that Sunday is not the only religious day when looking at parking restrictions.	David Taylor	During the financial year 2023/23	Currently not known	Reviewed throughout any changes to future CPZs in the borough

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