

# Public Document Pack



## OVERVIEW & SCRUTINY COMMITTEE

Wednesday, 24 May 2023 at 7.30 pm  
Council Chamber, Civic Centre, Silver Street,  
Enfield, EN1 3XA

Contact: Democracy

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Councillors: Margaret Greer (Chair), Mahmut Aksanoglu (Vice-Chair),  
Maria Alexandrou, Nawshad Ali, Kate Anolue, Hivran Dalkaya, James Hockney and  
Michael Rye OBE

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)  
Scrutiny Officer – Stacey Gilmour

## 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. **DECISION CALLED-IN-KD5588 - ON & OFF-STREET PARKING  
CHARGES (Pages 1 - 4)**

To review the decision of the Cabinet Member for Environment taken on 2  
April 2023 as a result of the matter having been called-in.

- 3.1 **REASONS FOR CALL-IN-KD5588 – ON & OFF-STREET PARKING  
CHARGES (Pages 5 - 8)**

The reasons for call-in received from seven Members of the Council.

- 3.2 **RESPONSE TO REASONS FOR CALL-IN-KD5588 – ON & OFF-  
STREET PARKING CHARGES**

The response to the reasons for call-in.

**3.3 ORIGINAL DECISION OF CALL- IN-KD5588 – ON & OFF-STREET PARKING CHARGES** (Pages 9 - 40)

The original decision documents

**4. DATES OF FUTURE MEETINGS**

To note that the date of the next Overview & Scrutiny Committee business meeting is scheduled to take place on 21 June 2023 at 7:00pm. This will be the Work Programme Planning meeting.

**London Borough of Enfield****Overview & Scrutiny Committee****Meeting Date: 24 May 2023**

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**Subject: Call in – On and Off-Street Parking Charges****Cabinet Member: Cllr Rick Jewell, Cabinet Member for Environment****Key Decision: KD 5588**

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**Purpose of Report**

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

The Cabinet Member for Environment (taken on 2 April 2023). This has been “Called In” by 7 members of the Council: Councillors Alessandro Georgiou (Lead), Andrew Thorp, Chris Joannides, Paul Pratt, Elisa Morreale, Chris Dey, David Skelton.

Details of this decision were included on Publication of Decision List No. 57/22-23 issued on 2 May 2023.

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 10 May 2023 to "call-in" the decision of the Cabinet Member for Environment on 2 April 2023 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 3.1 and officer responses at item 3.2.

### **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: Stacey Gilmour  
Governance & Scrutiny Officer  
Email: Stacey.gilmour@enfield.gov.uk  
Tel No. 020 8132 1383

Date of report: 16 May 2023

### **Appendices**

Found elsewhere in the agenda pack.

### **Background Papers**

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

**Call-In by Cllr Alessandro Georgiou of Decision List No: 57 (22-23) – Key Decision 5588,  
On and Off-Street Parking Charges**

I would like to call-in KD5588 (On and Off-Street Parking Charges) for following reasons:

1. Now is not the right time – At a time when thousands in Enfield are struggling it is morally unjust to be increasing parking charges to shop, care for loved ones or even visit the civic centre.
2. The ‘stress test’ - this stress test was undertaken in December. It is obvious that during December people are shopping for Christmas presents or visiting their family and friends. It would appear that the test being done during this period is unfair and seeks to deliberately skew the results. Furthermore, the use of this method of judging increases is perverse. We will be penalising residents because during this period parking was being used. The Council should not be in the business of attempting to artificially limit supply due to increased demand. We are not a business; we are a civic service provider.
3. Standardising parking charges – it is obvious that we should be encouraging investment into those parts of the borough that are more deprived. If you increase parking charges in a more deprived part of the borough to equalise the parking rates to the level of a less deprived area you will reduce vital money being spent in those local communities. Surely this policy would act as a deterrent to those wishing to shop in businesses that desperately need more customers.
4. Shorter parking – one of the stated aims is to encourage shorter parking periods. This does not require increases in charging to deter commuters. Simply reduce the parking period if that is the stated aim. To make clear we do not endorse that policy, but it provides an alternative when clearly none have been comprehensively explored.
5. Public transport – clearly whoever drafted this report has not fully understood the limited transport links in some parts of Enfield.
6. Reputational mitigation – this is the most disturbing part of the report. The Council is admitting is charging people more to force them out of the cars. If you are pregnant, disabled, elderly have children or are a carer and do not qualify for a blue badge or other permissions you are being told that the method of transport that is most accessible to you is no longer a viable financial option.
7. EQIA – Older residents - Any parking charge increase may affect those motorists who rely on a pension
8. EQIA – Blue badge holders – not all disabled residents have a blue badge. The EQIA conveniently fails to mention this and is another key reason why this decision should not proceed as is.
9. EQIA – Pregnancy – Once again another disgraceful bit of misleading nonsense. We are talking about parking charges across the whole Borough and not just around the North Middlesex Hospital. Pregnant women who may need to use their cars will be penalised.

10. EQIA – Socio Economic Deprivation - According to the EQIA “Any parking charge increase may affect those motorists whose may have a low household income”. Obviously, and for this reason this policy should be stopped.

I ask that it is referred back to the decision maker.



## CALL-IN OF DECISION

**TITLE OF DECISION:** KD 5588 – On and Off-Street Parking Charges

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

**DATE OF DECISION LIST PUBLICATION:** 2 May 2023

**LIST NO:** 57/22-23

### COUNCILLORS CALLING-IN

(The Council's constitution requires signatures or more from Councillors to call a decision in).

#### Call in Lead

(1) **Signature:**..... **Print Name:** Alessandro Georgiou

(2) **Signature:**..... **Print Name:** Andrew Thorp

(3) **Signature:**..... **Print Name:** Chris Joannides,

(4) **Signature:**..... **Print Name:** Paul Pratt

(5) **Signature:**..... **Print Name:** Elisa Morreale

(6) **Signature:**..... **Print Name:** Chris Dey

(7) **Signature:**..... **Print Name:** David Skelton

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## Overview and Scrutiny Committee – 24 May 2023

### Officer Response: Conservative Group Call-in by Cllr Alessandro Georgiou of Decision List 57 (22-23) - Key Decision 5588 - On & Off-Street Parking Charges

Reasons for the “Call in” are detailed below:

<b>Reason for call-in</b>
<p>Now is not the right time – At a time when thousands in Enfield are struggling it is morally unjust to be increasing parking charges to shop, care for loved ones or even visit the civic centre.</p>
<b>Officer response</b>
<p>The Council is both the statutory Highway and Traffic Authority for all public roads in the Borough, apart from the M25, A10 and A406. As such, the Council has a duty pursuant to the Traffic Management Act 2004 to manage its network with a view to achieving (so far as may be reasonably practicable having regard to their other obligations, policies and objectives) the following objectives:</p> <ul style="list-style-type: none"> <li>(a) securing the expeditious movement of traffic on the authority's road network; and</li> <li>(b) facilitating the expeditious movement of traffic on road networks for which another authority is the traffic authority</li> </ul> <p>The legislation makes clear that the term “traffic” includes pedestrians. So the duty requires Local Traffic Authorities to consider the movement of all road users: pedestrians and cyclists, as well as motorised vehicles – whether engaged in the transport of people or goods.</p> <p>This statutory duty echoes that set out in Section 122 of the Road Traffic Regulation Act 1984, which requires the Council 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’.</p> <p>Whilst the current pressures on cost of living are recognised, the Council nevertheless has a duty to actively manage its network, including by reviewing parking charges to meet wider strategic objectives.</p> <p>The impact of proposed charges on people who are disadvantaged due to socio-economic factors is considered in the Equality Impact Assessment. This acknowledges that there could be some impact on people on low incomes, but also highlights that there are times when parking remains free and outlines alternative options to car use.</p>

<b>Reason for call-in</b>
<p>The ‘stress test’ - this stress test was undertaken in December. It is obvious that during December people are shopping for Christmas presents or visiting their family and friends. It would appear that the test being done during this period is unfair and seeks to deliberately skew the results. Furthermore, the use of this method of judging</p>

increases is perverse. We will be penalising residents because during this period parking was being used. The Council should not be in the business of attempting to artificially limit supply due to increased demand. We are not a business, we are a civic service provider.

#### **Officer response**

The Chartered Institution of Highways and Transportation (CIHT) document 'Parking Strategies and Management'<sup>1</sup> makes reference to the need to manage parking demand and to setting charges and controls at a level that 'will keep peak demand at no more than about 85% of capacity'. Although published in 2005, this remains a widely adopted threshold when assessing appropriate charges as above this level the risks set out in paragraph 9 of the report are increasingly likely.

Usage surveys were carried out on Saturday 3<sup>rd</sup> December and Wednesday 7<sup>th</sup> December, before the busiest pre-Christmas period.

On-street prices are also set higher than off-street spaces to encourage motorists to park in car parks, freeing up the highway to facilitate the movement of both people, buses and other vehicles.

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

Standardising parking charges – it is obvious that we should be encouraging investment into those parts of the borough that are more deprived. If you increase parking charges in a more deprived part of the borough to equalise the parking rates to the level of a less deprived area you will reduce vital money being spent in those local communities. Surely this policy would act as a deterrent to those wishing to shop in businesses that desperately need more customers.

#### **Officer response**

The London Plan (Policy SD6) emphasises the need to promote town centre vitality and viability by a range of means including by delivering '*sustainable access to a competitive range of services and activities by walking, cycling and public transport*'. This is developed further in the emerging Local Plan where, for example, Draft Strategic Policy TC1 sets out how the long term vitality and viability of Enfield's town centres will be secured by, amongst other things, '*managing streets and spaces to facilitate pedestrian and cycle movement, improve links to surrounding areas and reduce traffic flows along key routes*'.

It should also be noted that the Council does not manage all of the car parks within the various town centres. The table below summarises the management and cost of town centre parking, assuming a stay of up to 3 hours:

<sup>1</sup> [https://www.britishparking.co.uk/write/Documents/Library/Parking\\_Management\\_and\\_Strategies-IHT.pdf](https://www.britishparking.co.uk/write/Documents/Library/Parking_Management_and_Strategies-IHT.pdf)

Town Centre	Non-LBE Car Parks	LBE Car Parks (spaces)
Enfield Town	Palace Exchange (500 spaces)  £2.80 for up to 3 hours	Palace Gardens (523) Little Park Gardens (99) Sydney Road (67) New River Loop (46) Church Lane (16) Genotin Road (96) <sup>2</sup>  £2.80 for up to 3 hours Free for 3 hours on Sundays
Edmonton Green	Shopping Centre (994)  £3 for up to 3 hours Free for Asda customers spending >£10	Lion Road (19)  £2.80 for up to 3 hours Free for 3 hours on Sundays
Southgate	Asda  Free for customers for max. 2 hours. Penalty charge if stay >2hours	Minchenden (100)  £2.80 for 3 hours Free for 3 hours on Sundays
Angel Edmonton	Lidl  Free for customers for max. 1.5 hours. Penalty charge if stay >1.5 hours	Raynham Road (53) Fairfield Road (27)  £2.80 for 3 hours Free for 3 hours on Sundays
Palmers Green	Morrisons  Free for customers for max. 2 hours. Penalty charge if stay >2hours	Lodge Drive (171)  £2.80 for 3 hours 20 bays - free 45 mins

This indicates that the proposed charges for Council operated car parks are broadly consistent with privately operated car parks. However, a key difference is that all Council operated car parks continue to offer free parking for up to 3 hours on Sundays.

The table below summarises the number of on-street Paid for Parking<sup>2</sup> (PfP) bays in the east of the Borough:

Area	No. PfP Bays
Angel Edmonton	90
Edmonton Green	36
Enfield Highway	2
Ponders End	24

Both Ponders End and Edmonton Green have a relatively small number of PfP bays, and alternative off-street opportunities in the form of Tesco in Ponders End and the Shopping Centre in Edmonton Green. Angel Edmonton and Enfield Highway have more significant levels of PfP bays and therefore

<sup>2</sup> Formerly Pay & Display bays

perhaps more sensitive to the increase in charges. However, both of these area experience relatively high levels of stress, with Angel Edmonton reaching 97% (Saturday) and 92% (weekday) and Enfield Highway reaching 95% (Saturday) and 88% (weekday), justifying the need for the price increase.

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

Shorter parking – one of the stated aims is to encourage shorter parking periods. This does not require increases in charging to deter commuters. Simply reduce the parking period if that is the stated aim. To make clear we do not endorse that policy but it provides an alternative when clearly none have been comprehensively explored.

#### **Officer response**

All on-street PFP bays have a maximum stay of 2 hours, apart from the 23 bays in the vicinity of the North Middlesex Hospital which allow parking for up to 4 hours to reflect the fact that visitors to the hospital may need longer to attend appointments or to visit friends and relatives.

Paragraphs 22-25 of the report set out a number of other options that were considered, including reducing the maximum length of stay. However, this was not recommended as a one hour limit, for instance, might benefit some high street businesses but could have an adverse impact on others that rely on longer stays, such as restaurants and hair dressers.

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

Public transport – clearly whoever drafted this report has not fully understood the limited transport links in some parts of Enfield.

#### **Officer response**

The main areas impacted by the new charges are town centres, i.e. Enfield Town, Edmonton Green, Angel Edmonton, Palmers Green and Southgate.

Public transport accessibility can be measured using an index developed by Transport for London which categorises London into Public Transport Access Levels. As can be seen, in the image attached, the PTAL score for each of the town centres is relatively good, indicating that public transport is a realistic option for many people. The PTAL score for each town centre is:

Enfield Town – PTAL 6a  
 Edmonton Green – PTAL 6a  
 Angel Edmonton – PTAL 5  
 Palmers Green – PTAL 3  
 Southgate – PTAL 6a

It is acknowledged that not all of the PFP bays are within the main town centres, with several bays also in Ponders End (24), Enfield Highway (56), Cockfosters (140) and Winchmore Hill (47). Whilst the PTAL scores for these locations are generally lower than those for the town centres, all are accessible by public transport.

Ponders End – PTAL 4  
 Enfield Highway – PTAL 2  
 Cockfosters – PTAL 3

Winchmore Hill -PTAL 3

**Reason for call-in**

Reputational mitigation – this is the most disturbing part of the report. The Council is admitting is charging people more to force them out of the cars. If you are pregnant, disabled, elderly have children or are a carer and do not qualify for a blue badge or other permissions you are being told that the method of transport that is most accessible to you is no longer a viable financial option.

**Officer response**

The report summarises the current transport policy context and the overarching aim to increase the proportion of trips utilising public transport and active travel modes. Managing the supply and demand for parking forms part of the strategy to influence mode choice, along with investment in active travel measures in recent years.

The use of parking charges to influence mode choice is consistent with local, London-wide and national policy and widely used by most authorities. The charges of adjoining boroughs have been assessed to benchmark the proposed increases. These are set out in Appendix 1 of the report and summarised below for selected key times:

**On-Street:**

Authority	On-Street – Up to 1 Hour	On Street – Up to 2 hours
Enfield (Proposed)	£2.80	£5.60
Waltham Forest	£2.50 cashless £2.70 cash	£4.20 cashless (up to 3 hours)
Barnet	£1.41-£2.86	£2.11-£6.41
Haringey	Band 1 - £3.30 (£4.13 diesel) Band 2 - £2.10 (£2.63 diesel) Band 3 – 1.30 (£1.63 diesel)	Band 1 - £6.60 (£8.25 diesel) Band 2 - £4.20 (£5.25 diesel) Band 3 – £2.60 (£3.25 diesel)

**Off-Street**

Authority	Off-Street – Up to 2 Hours	Off-Street – Up to 3 hours
Enfield (Proposed)	£2.80	£2.80
Waltham Forest	£2.70-£4.40	£3.70-£6.00
Barnet	£1.41-£2.82	£2.11-£7.05
Haringey	£2.40 (£3 diesel)	£2.40 (£3 diesel)

Finally, the impact of the proposed charges on people with protected characteristics was set out in the Equality Impact Assessment and is considered further below.

The EQIA's were developed, considered and reviewed by Parking Services with assistance from the

Council's team who have specialised knowledge and experience in this field. The EQIA was also reviewed by our legal experts to ensure compliance with the Equality Act 2010

**Reason for call-in**

EQIA – Older residents - Any parking charge increase may affect those motorists who rely on a pension

**Officer response**

The EQIA acknowledges this when considering the impact of the proposals on people of a specific age or age group:

*'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'.*

**Reason for call-in**

EQIA – Blue badge holders – not all disabled residents have a blue badge. The EQIA conveniently fails to mention this and is another key reason why this decision should not proceed as is.

**Officer response**

People will automatically qualify for a blue badge if they meet one of the specified criteria<sup>3</sup>. However, there are a number of other factors that may lead to a blue badge being issued, mainly relating to difficulty either planning or undertaking journeys due to limited mobility.

Residents are signposted to the blue badge application process on the Council website to help determine eligibility. We will continue to encourage those who believe that they require a blue badge to apply to receive the relevant help they are entitled to.

**Reason for call-in**

EQIA – Pregnancy – Once again another disgraceful bit of misleading nonsense. We are talking about parking charges across the whole Borough and not just around the North Middlesex Hospital. Pregnant women who may need to use their cars will be penalised.

**Officer response**

The EQIA did not identify any differential negative impact on those who are pregnant, but this will continue to be monitored.

<sup>3</sup> <https://www.gov.uk/government/publications/blue-badge-can-i-get-one/can-i-get-a-blue-badge>



The North Middlesex Hospital example was used to show that provision is made for parking for up to four hours to cater for those attending or visiting the hospital who might need to stay longer than the normal maximum two hours permitted in Pay for Parking bays.

It should also be noted that the longer on-street tariffs (3-4 hours in length) are only available around North Middlesex with all other off-street bays being limited to a maximum of 2 hours. This is to further assist those who require longer to park whilst visiting the Hospital.

### Reason for call-in

EQIA – Socio Economic Deprivation – According to the EQIA “Any parking charge increase may affect those motorists whose may have a low household income”. Obviously, and for this reason this policy should be stopped.

### Officer response

As the EQIA states: ‘any parking charge increase may affect those motorists who may have a low household income. However, the Council has a responsibility to manage kerb space’. This is in line with the Council’s Network Management Duty pursuant to the Traffic Management Act 2004.

The EQIA also makes it clear that according to TfL’s data the most commonly used form of transport for those earning below £20,000 is walking followed by public transport (buses) with only 42% of Londoners earning £20,000 or less owning a vehicle. It should also be noted that parking is currently it is still free for three hours on Sundays in all Council car parks.

There is a clear inverse relationship between car ownership and socio-economic deprivation, with the following wards having particularly low levels of car ownership:

Ward	% No Cars/Vans in Household <sup>4</sup>
Edmonton Green	50%
Lower Edmonton	43%
Upper Edmonton	43%
Borough Average	31%

Finally, the EQIA emphasises that the Council is also investing in various cycle schemes to provide a healthy and cheap alternative to car use.

**Proposal:** Councillor Georgiou has asked that the decision is referred back to the decision maker.

<sup>4</sup> Based on 2021 Census

# Public Transport Access Levels (PTALs)

2019

Enfield

## Legend

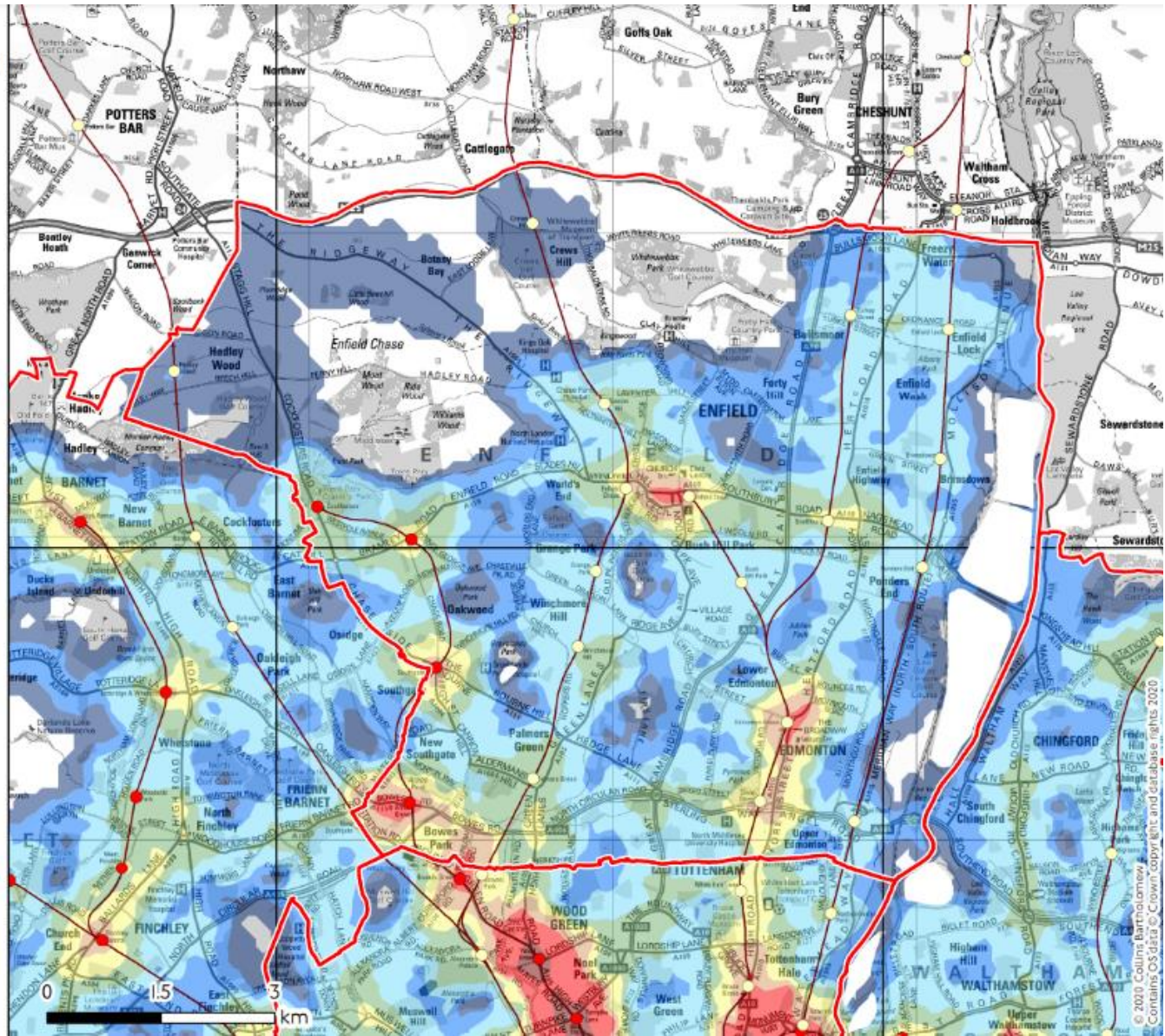
PTAL

- 0
- 1a
- 1b
- 2
- 3
- 4
- 5
- 6a
- 6b

- Rail Stations
- LU Stations
- DLR Stations
- Tram Stops

For more information, including analysis assumptions and caveats, please consult WebCAT, TfL's connectivity toolkit. <https://tfl.gov.uk/webcat>

Drawn by: SGC Date: 10/02/2020



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**PUBLICATION OF DECISIONS NO. 57/22-23**

**MUNICIPAL YEAR 2022/23**

Date Published: 2 May 2023

This document lists key decisions that have been taken by officers and both key and non-key decisions taken by councillors which are subject to call-in, and the date by which they must be called-in. It also contains urgent decisions taken which are not subject to call-in, and Cabinet decisions making a recommendation to Council which are not open to call-in.

A valid request for call-in is one which is submitted (on the form provided) to the Governance and Scrutiny Team in writing within 5 working days of the date of publication of the decision by at least 7 Members of the Council.

Additional copies of the call-in request form are available from the Governance and Scrutiny Team.

If you have any queries or wish to obtain further report information or information on a decision, please contact [democracy@enfield.gov.uk](mailto:democracy@enfield.gov.uk)

**INDEX OF PUBLISHED DECISIONS – 2 May 2023**

	<b>Date Decision came/ comes into effect</b>	<b>Part 1 or 2</b>	<b>Subject/Title of Report</b>	<b>Category of Decision</b>	<b>Affected Wards</b>	<b>Eligible for Call-In &amp; Date Decision must be called in by (If Applicable)</b>
<b>Decisions Made by Executive Directors / Directors / Portfolio Holders</b>						
Cabinet Member for Environment (Cllr Rick Jewell)	Thursday 11 May 23	Part 1	<p>On and Off-Street Parking Charges</p> <p>I. To agree to the harmonisation and increase of parking charges given in the report</p> <p>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 off-street parking charges set out in the report with effect from June 2023.</p> <p>The report sets out the options considered, if any, and the reasons for the recommendation and the decision.</p>	KD 5588	All	Yes Wednesday 10 May 23



**London Borough of Enfield**

<b>Title:</b>	<b>On and Off-Street Parking Charges</b>
<b>Report to:</b>	<b>Portfolio – Cllr Rick Jewell, Cabinet Member for Environment</b>
<b>Date of Report briefing:</b>	<b>N/A</b>
<b>Directors:</b>	Doug Wilkinson
<b>Report Author:</b>	David Morris <a href="mailto:david.morris@enfield.gov.uk">david.morris@enfield.gov.uk</a>
<b>Ward(s) affected:</b>	All
<b>Key Decision Number</b>	KD5588
<b>Implementation date, if not called in:</b>	June 2023
<b>Classification:</b>	Part I
<b>Reason for exemption</b>	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**

- |   |
|---|
| <ol style="list-style-type: none"> <li>I. To agree to the harmonisation and increase of parking charges given in this report</li> <li>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.</li> </ol> |
|---|

## 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"> <li>• 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</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, 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"> <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> <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>managing growing demand for on-street parking.</b></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	<b>£0.70</b>	0.2
30 mins	£0.80	£1.00	<b>£1.40</b>	0.4
1 hour	£1.50	£2	<b>£2.80</b>	0.8
2 hours	£3.00	£4	<b>£5.60</b>	1.6
3 hours	£4.50	-	<b>£7.00</b>	2.0
4 hours	£6.00	-	<b>£8.00</b>	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	<b>£1.40</b>	0.4
1 to 3	£2.40	£2.80	<b>£2.80</b>	0.8
3 to 5	£4.00	£5.00	<b>£6.40</b>	1.8
Over 5	£6.00	£8.00	<b>£10</b>	2.9



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

Risk Category	Risks
<b>Reputational and Strategic</b>	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
<b>Strategic</b>	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.
<b>Operational</b>	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
<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> 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**

<b>Tariff structure</b>	<b>Current on-street charges (excl. Enfield Town)</b>	<b>Current Enfield Town on-street charges</b>	<b>Proposed All-Enfield on-street charges</b>
<b>15 mins</b>	£0.40	£0.50	<b>£0.70</b>
<b>30 mins</b>	£0.80	£1.00	<b>£1.40</b>
<b>1 hour</b>	£1.50	£2.00	<b>£2.80</b>

<b>2 hours</b>	£3.00	£4.00	<b>£5.60</b>
<b>3 hours</b>	£4.50	-	<b>£7.00</b>
<b>4 hours</b>	£6.00	-	<b>£8.00</b>

- **Car Parks**

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

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	<b>£1.40</b>	£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	<b>£2.80</b>			£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	<b>£6.40</b>			
Over 5 hours	<b>£10.00</b>			

## On-street Charging Borough Comparison

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

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

<b>Date the EqIA was reviewed by the Corporate Strategy Service</b>	<b>2023</b>
<b>Name of Head of Service responsible for implementing the EqIA actions (if any)</b>	<b>David Morris</b>
<b>Name of Director who has approved the EqIA</b>	<b>Doug Wilkinson</b>

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?

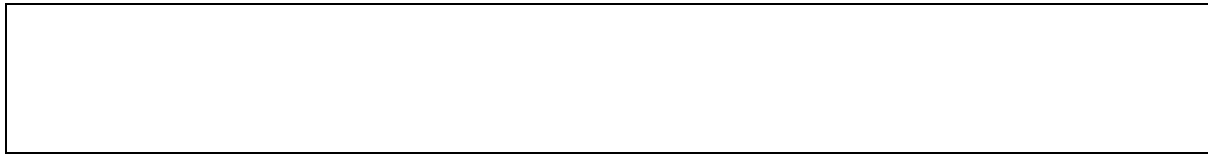
1. Parking charges can help to curb unnecessary car use where there is adequate public transport or walking or cycling are realistic alternatives, for example in town centres which would reduce congestion and CO2 emissions.
2. Charges can reflect the value of kerb-space, encouraging all, but short-term 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

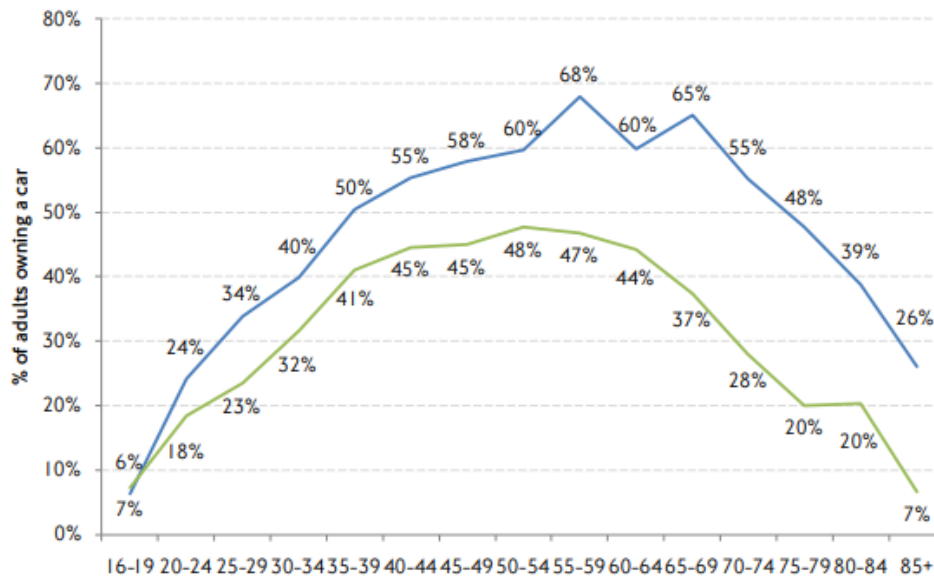
This can refer to people of a specific age e.g. 18-year-olds, or age range e.g. 0-18 year olds.

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.<sup>1</sup>

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%.

<sup>1</sup> <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.

<b>Mitigating actions to be taken</b>
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To make sure motorists are informed in advance of any changes, so that they have reasonable time to prepare for the change
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<b>Gender Reassignment</b>
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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.
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Will this change to service/policy/budget have a <b>differential impact [positive or negative]</b> on transgender people?
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Please provide evidence to explain why this group may be particularly affected.
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There is no evidence to suggest this will have an adverse impact on the ground of gender reassignment.
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<b>Mitigating actions to be taken</b>
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N/A
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<b>Marriage and Civil Partnership</b>
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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.
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Will this change to service/policy/budget have a <b>differential impact [positive or negative]</b> on people in a marriage or civil partnership?
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Please provide evidence to explain why this group may be particularly affected.
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There is no evidence to suggest this will have an adverse impact on the ground of marriage and civil partnership.
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<b>Mitigating actions to be taken</b>
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N/A
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<b>Pregnancy and maternity</b>
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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
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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 - <b>70p</b>	
30 mins - <b>£1.40</b>	
1 hour - <b>£2.80</b>	
2 hours - <b>£5.60</b>	
3 hours - <b>£7.00</b>	
4 hours - <b>£8.00</b>	

#### **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.<sup>2</sup>

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

#### Mitigating actions to be taken

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

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

### 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?

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 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.

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>3</sup>

<sup>3</sup> 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).<sup>4</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.

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

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<sup>4</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?

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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