

London Councils' Transport and Environment Committee

Additional Parking Charges for the London Borough of Redbridge

Item No: 10

Report by: Mital Patel

Job title: Transport Officer

Date: 23 March 2023

Contact Officer: Mital Patel

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Summary: This report details the proposal by the London Borough of Redbridge (LB Redbridge) to amend the penalty charge banding from band B to band A across the borough.

Recommendations: Members are asked to note and discuss the following recommendations:

- Approve the proposal to change the penalty banding in LB Redbridge
- Note the proposed implementation date for the change is 1 August 2023

Introduction:

1. Under the provisions set out in the Traffic Management Act 2004 (Schedule 9), which repealed similar provisions in the Road Traffic Act 1991, London Councils' Transport and Environment Committee is responsible, subject to agreement by the Mayor of London and possible veto of the Secretary of State, for setting additional parking charges on borough roads. These additional parking charges include:
 - penalties for contraventions of parking regulations including any surcharges or discounts;
 - release from wheel clamps;
 - removals from the street;
 - storage charges and disposal fees
2. The discount payment rate for early payment has been set at 50%. The amount of any surcharge has not changed since this was set at 50% by Schedule 6(6)(1) of the Road Traffic Act 1991.

3. The Committee has reviewed the level of additional parking charges regularly since 1992, when they were first set. The Committee undertook a major review of the charges during 2006 which led to the introduction of differential penalty levels, and again in 2010 where there was an increase in the penalty levels for the more serious contraventions. The current on and off-street parking penalty charges are as follows:

	Higher Level	Lower Level
Band A	£130	£80
Band B	£110	£60

4. Band A areas have traditionally been concentrated in Central London and urban centres where the pressures on parking and congestion are often greatest. Band B areas have historically concentrated in outer London where pressures on parking are not as significant.
5. However, due to issues with non-compliance, some outer London authorities with higher density parking and significant Controlled Parking Zones (CPZs) have become band A areas as shown in the Existing On-Street PCN Band A and Band B Map in *Appendix 1 (p.4)*. Higher-level penalties apply to contraventions which are considered more serious, such as parking on yellow lines or where an obstruction is caused. Lower-level penalties apply generally where parking is permitted but the regulations are contravened, such as overstaying on a pay and display bay.
6. London Councils is currently reviewing plans for a possible London-wide consultation of the additional parking charges.

Guidance on Additional Parking Charges:

7. Under the Traffic Management Act 2004 the Secretary of State produced guidance, to which all authorities must have regard. This document is titled the Secretary of State's Statutory Guidance to Local Authorities on the Civil Enforcement of Parking Contraventions ("the Statutory Guidance") and states that "The primary purpose of penalty charges is to encourage compliance with parking restrictions. In pursuit of this, enforcement authorities should adopt the lowest charge level consistent with a high level of public acceptability and compliance." (Para. 4.1).
8. It is also the Committee's policy that additional parking charges should be set in such a way as to produce a coherent pattern of policy across London.

LB Redbridge Proposals for Change:

9. LB Redbridge is proposing to change from being band B and to band A across the whole borough (*please see Appendix 1 of this report for full details*).
10. The borough has a range of parking controls in place, predominantly located in and around residential and shopping areas, and major transport hubs with further loading and waiting restrictions strategically placed at various locations outside of the CPZs with an extensive programme of consultations already in place to potentially introduce new CPZs particularly in areas around underground and Elizabeth Line stations (*please see Appendix A*).
11. LB Redbridge has indicated that despite deploying a robust parking and traffic enforcement regime - which includes Civil Enforcement Officers and CCTV cameras, the borough

continues to experience an increase in levels of non-compliance with its parking regulations.

12. Table 2 contained within LB Redbridge's application (*please see Appendix 1, p.2 of this report*) indicates that between 2018 and 2022 the total number of on-street parking Penalty Charge Notices (PCNs) issued each year has increased by 26% from 103,972 in 2018 to 130,776 and in the last two years alone, they have risen by over 40% from 93,313 in 2020.
13. Table 3 contained with LB Redbridge's report (*please refer to Appendix 1, p.3*) illustrates how Higher charge level contraventions at band B have risen by over 13% during this period from 66,993 to 76,078, whilst lower charge level contraventions at band B (£60) have increased by 48% from 36,979 to 54,698.
14. It should also be noted that the Government restriction on the use of CCTV enforcement for parking contraventions under the Deregulation Act 2015 has presented an increased risk of non-compliance. LB Redbridge believes that some of this risk can be countered with a change to the penalty band which increases the deterrent.
15. It is TEC's policy that the boundaries between areas of different penalty bands are clearly demarcated; this is to avoid the possibility of having different bands on opposing sides of the same road or in the same street. Those roads that have signs clearly identifying that the driver has entered LB Redbridge, where the boundary crosses the road, are not affected and can be enforced as band A. Those without borough identifiers will need to remain as band B. LB Redbridge has boundaries with LB Barking & Dagenham, LB Havering, and LB Waltham Forest.
16. LB Newham and LB Waltham Forest are already band A boroughs, so any shared boundaries with LB Redbridge will not impact the ability for LB Redbridge to enforce as band A.
17. Any boundary roads in LB Newham and LB Waltham Forest that are currently being enforced as a band B due to a boundary with LB Redbridge will be enforceable as a band A once final approval has been received and the new banding regime commences.

Timetable for Implementation

18. Any changes to penalty levels agreed by the Committee need the approval of the Mayor of London. If the Mayor agrees the changes the Secretary of State has 28 days to exercise a veto over any changes. The committees' decisions will be formulated into a set of proposals to be presented to the Mayor of London for approval. If approved, they will be presented to the Secretary of State for Transport for their consideration. The boroughs involved would then need to advertise their proposed changes for at least three weeks prior to implementation. From previous experience, this process takes around three to four months in total, and so London Councils propose an implementation date of 1 August 2023.

Financial Implications

19. There are no financial implications for London Councils arising from this report.

Legal Implications

20. There are no legal implications for London Councils or the boroughs arising from this report. However, members may wish to note the decision on penalties is taken by London Councils' TEC on behalf of boroughs for borough roads, and by TfL for GLA roads. The TfL

member of London Councils' TEC may not take part in the proceedings of the borough decision (see Reg. 24 of the Civil Enforcement Parking Contravention Regulations 2007).

Equalities Implications

21. There are no equality implications for the boroughs or London Councils arising from this report.

Recommendations: Members are asked to note and discuss the following recommendations:

- Approve the proposal to change the penalty banding in the LB Redbridge
- Note the proposed implementation date for the change is 1 August 2023

Appendices

Appendix 1: LB Redbridge - Application to Amend the Penalty Charge Notice Banding in the London from Band B to Band A.

Appendix A: LB Redbridge - Controlled Parking Zone Programme Plan

Appendix B: LB Redbridge - Penalty Charge Notice Banding Consultation

Appendix C: LB Redbridge - Equality Impact Assessment

Appendix 1

LB Redbridge - Application to Amend the Penalty Charge Notice Banding in the London from Band B to Band A.



Transport and Environment Committee

London Councils

59½ Southwark Street

London

SE1 0AL

23 March 2023

To the Transport and Environment Committee

RE: Application to amend the Penalty Charge Notice Banding in the London Borough of Redbridge

The London Borough of Redbridge (LB Redbridge) is seeking approval from the Transport and Environment Committee (TEC) to amend the borough's Penalty Charge Notice (PCN) banding scheme from a Band B enforcement authority to Band A.

This letter is our formal application for TEC to consider this proposal.

Current Banding

LB Redbridge is currently and wholly a Band B borough for on and off-street parking contraventions.

This proposal would see LB Redbridge move to a Band A and the associated higher level of charges as set out in the table below:

Table 1: London's Current Banding Regime

Banding	Higher level charge	(Discounted) Higher level charge	Lower level charge	(Discounted) Lower level charge
Band A	£130	£65	£80	£40
Band B	£110	£55	£60	£30

Appendix 1

LB Redbridge - Application to Amend the Penalty Charge Notice Banding in the London from Band B to Band A.

Background and Rationale

The objective of any parking enforcement operation should be to gain and maintain compliance with the parking controls and restrictions that are in place.

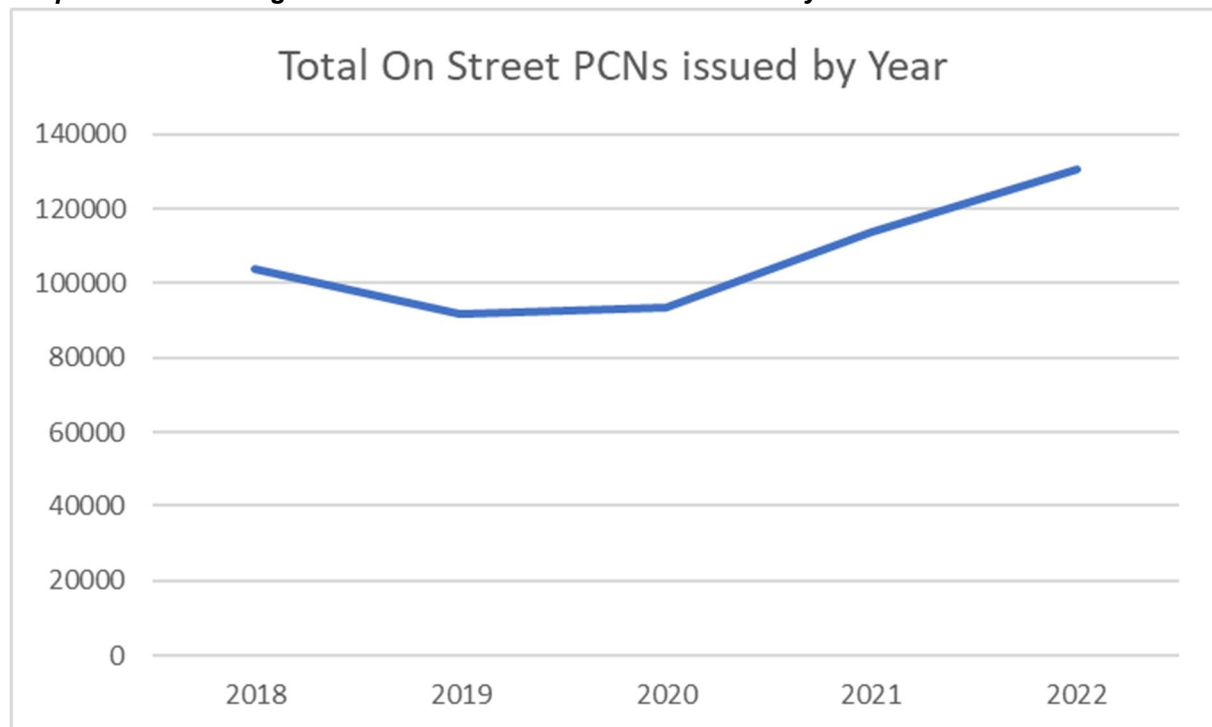
Over recent years, there has been a substantial increase in non-compliant parking and subsequently an increase in the PCNs issued in LB Redbridge by our Civil Enforcement Officers (CEOs).

Over the last five years PCNs issued by CEOs have increased by 26% from 103,972 in 2018 to 130,776 in 2022 (and in the last two years alone, they have risen by over 40% from 93,313 in 2020) as illustrated in the table and graphs below.

Table 2: LB Redbridge's PCN issuance rates by Month, from 2018 to 2022

Total PCNs	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
2018	9,097	7,960	8,473	8,790	8,470	8,984	9,385	8,452	8,208	9,172	8,766	8,215	103,972
2019	8,376	7,793	8,687	8,493	8,017	8,243	7,764	7,078	6,667	7,000	6,955	6,865	91,938
2020	7,246	7,957	6,126	2,005	3,997	6,908	9,319	9,940	10,127	10,855	9,898	8,935	93,313
2021	6,840	7,167	9,468	8,974	9,367	9,642	11,085	10,473	10,406	10,436	9,981	9,915	113,754
2022	10,293	10,962	11,635	10,740	11,469	10,621	11,647	10,731	10,614	11,146	11,179	9,739	130,776

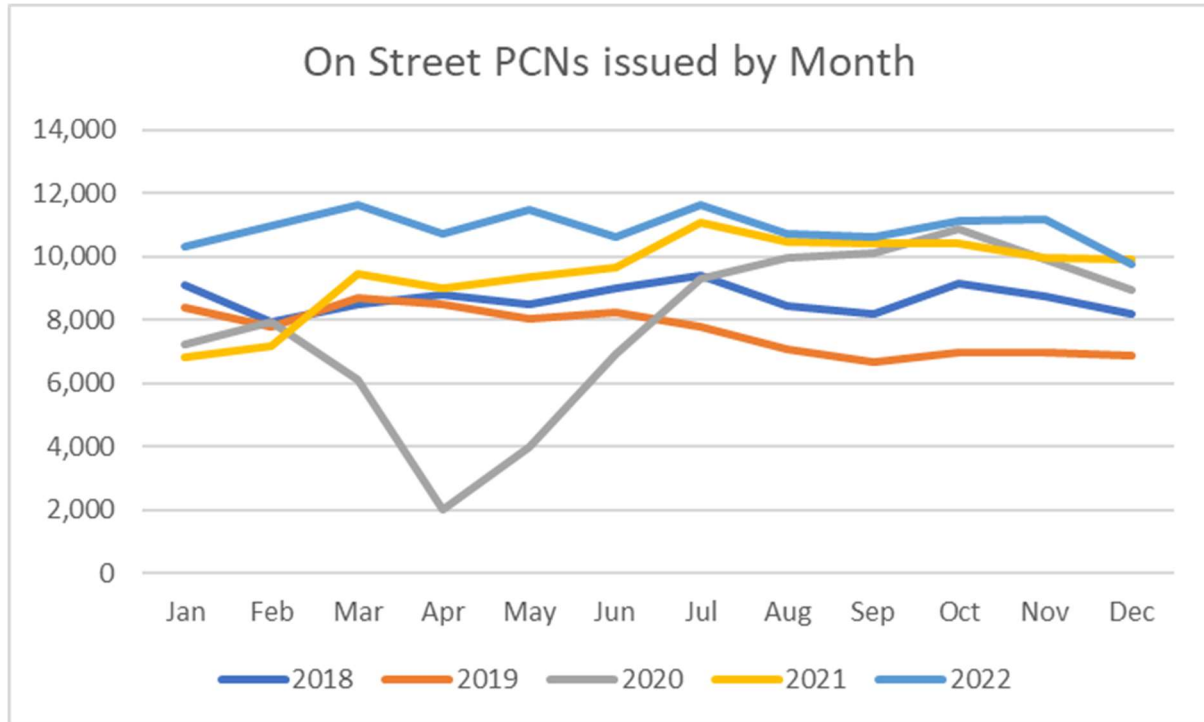
Graph 1: LB Redbridge's Total On-Street PCN issuance rates by Year from 2018 to 2022



Appendix 1

LB Redbridge - Application to Amend the Penalty Charge Notice Banding in the London from Band B to Band A.

Graph 2: LB Redbridge's Total On-Street PCN issuance rates by Month from 2018 to 2022



During this period the level of deployment has remained consistent with around 75,000 deployed hours each year. However, this has meant we have seen an increase in PCN issuance rate from around 1.38 PCNs per hour in 2018 to 1.74 in 2022.

Higher charge level contraventions at Band B (£110) have risen by over 13% over this period from 66,993 to 76,078, whilst lower charge level contraventions at Band B (£60) have increased by a staggering 48% from 36,979 to 54,698, as shown in the table below:

Table 3: LB Redbridge's total PCN issuance rates by Higher and Lower Charge level Contraventions from 2018 to 2022

Year	Higher	Lower	Total
2018	66,993	36,979	103,972
2019	58,534	33,584	92,118
2020	59,663	33,650	93,313
2021	71,013	44,741	115,754
2022	76,078	54,698	130,776

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This extremely alarming trend (particularly with regards to the increase in lower charge level contraventions) clearly demonstrates that £110 and £60 (discounted to £55 and £30 respectively is paid within 14 days) are simply not sufficient values to deter motorists from contravening; and hence encourage compliance.

Enforcement Context

LB Redbridge has four neighbouring boroughs sharing boundary roads with LB Newham, LB Waltham Forest, LB Barking & Dagenham and LB Havering as shown in the Band Map below:

Existing On-Street PCN Band A and Band B Map



The treatment of boundary roads for the existing two Band A boroughs would have no negative impact if the change were to be approved, as all boundary roads with LB Newham and LB Waltham Forest would become Band A and would represent a consistent and uniform approach in the PCN charge levels being issued.

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TEC are asked to note that LB Redbridge will be fully compliant with London Councils recommendations that certain borough boundary roads with LB Barking & Dagenham and LB Havering will need to remain as Band B locations in order to maintain consistency of enforcement and to avoid the possibility of differential banding/charging level on opposing sides of the same road.

Controlled Parking Zone Programme Plan

Currently around only 25% of the borough is within a Controlled Parking Zone (CPZ).

An extensive programme of consultations has already commenced to potentially introduce new CPZs particularly in areas around underground and Elizabeth Line stations (*please see Appendix A – CPZ Programme Plan*).

The full opening of the Elizabeth Line has made the borough an extremely attractive proposition for visitor commuters to connect with this fast and convenient train service in the City, West End and beyond putting further pressures on parking within in the borough; and our clear ambitions to create a safer, greener and healthier borough.

Phase 1 of the statutory consultation along the Elizabeth Line corridor commenced in June 2022 with a further phase commencing March 2023. The borough has four Elizabeth Line Stations (Chadwell Heath, Goodmayes, Seven Kings & Ilford). For any such controls to operate successfully and as intended, it is vital that the deterrent value of the PCN is sufficient to encourage compliant and considerate parking behaviours.

The proposed CPZ consultations are part of LB Redbridge's Climate Action plan intended to change the behaviour of motorists and encourage model shift to healthier and more sustainable forms of transport. It is hoped and expected that the proposal to move Redbridge to a Band A authority will further support this change and help address the climate emergency.

Consultation

A consultation was originally carried out for a five-week period between 22 November 2021 and 24 December 2021 regarding LB Redbridge's proposal to enforce Band A Penalty Charge level and published on the Council's consultation and engagement hub webpage.

Unfortunately, the survey attracted only one respondent who was neither supportive nor opposed to the proposal.

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LB Redbridge - Application to Amend the Penalty Charge Notice Banding in the London from Band B to Band A.

LB Redbridge therefore ran a further five-week consultation exercise between late November and 31 December 2022 which attracted a further 47 responses.

The full consultation responses are shown in Appendix B.

In summary:

- 23 out of 48 respondents (48%) either strongly agreed or tended to agree that they had witnessed an increase in illegal and/or inconsiderate parking in the borough.
- An overwhelming 81% (39 out of 48) agreed or strongly agreed that illegal parking causing an obstruction was an annoyance to them.
- The same percentage (81%) were concerned about illegal parking around schools.
- Significantly 69% of respondents strongly agreed or tended to agree that LB Redbridge should be taking further action to discourage illegal parking offences.
- 42% of respondents either agreed or strongly agreed that a move to Band A would discourage motorists from committing parking offences. A further 6% neither agreed or disagreed or did not know.
- 46 % of respondents either strongly support or somewhat support LB Redbridge's application to become a Band A authority with a further 8% neither supporting or opposing or didn't know.

In addition to the above public consultation all four neighbouring boroughs have been notified of LB Redbridge's intentions, with none raising any objections.

Equalities

Section 149 of the Equality Act 2010 provides that LB Redbridge must have due regard to the need to eliminate discrimination, advance equality of opportunity and foster good relations between those who share a protected characteristic, and those who do not. In accordance with the Council's approach to the assessment of equalities impacts, an initial screening has been undertaken.

The Equality Impact Assessment report is attached to this application as Appendix C.

No significant adverse implications have been identified in the proposal to move from Band B to Band A. There is no evidence that motorists from any of the equality groups

Appendix 1

LB Redbridge - Application to Amend the Penalty Charge Notice Banding in the London from Band B to Band A.

with protected characteristics are more likely to incur PCNs than the general motoring population.

However increased compliance in parking behaviours would be of particular benefit to disabled and vulnerable groups, who have a greater need to park closer to their home or end destination; and we would also see a reduction in Disabled Bay parking contraventions.

There would also be a positive impact on those equality groups who are more likely to be pedestrians or public transport users as a move to Band A would further discourage Footway and Bus Stop parking contraventions.

Conclusion

With growing demand and increasing volumes of PCNs being issued as identified in this report LB Redbridge strongly believes that the move to Band A charging levels will act as a deterrent to stem the increasing number of parking contraventions in the borough – the premise behind the two banding levels in London originally.

The current level of charging under Band B PCN is simply not significant enough to change the behaviours of those motorists that park in an inconsiderate and dangerous manner, an issue that we are experiencing in increasingly high numbers.

In addition to this the Deregulation Act (2015) which restricted the use of CCTV for most of the parking contraventions meant that LB Redbridge has had to employ a more robust parking and traffic enforcement regime, but despite this the borough continues to experience high levels of non-compliance.

With increasing parking pressures across the borough contributing towards non-compliance the current banding charge needs to be reviewed. The move to Band A will support LB Redbridge to deter motorists from contravening the parking regulations across the borough and in turn improve compliance: an outcome that is core to the reasons for introducing and enforcing these restrictions in the first place.

Approval

It is requested that London Councils' TEC approve the Bands A proposal to achieve compliance and help improve the health and safety of LB Redbridge's residents, businesses, and visitors.

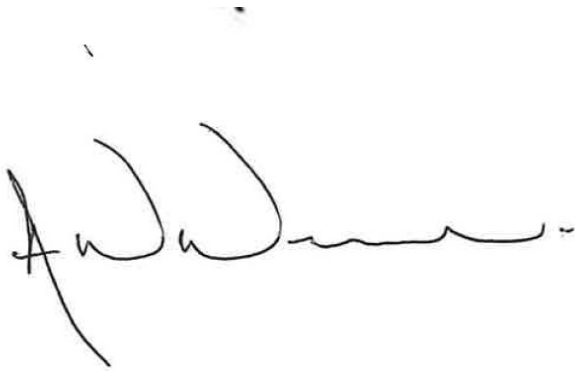
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Subject to TEC's approval and ratification from the Greater London Authority and the Secretary of State, it is proposed that a borough wide Band A level would be introduced from 1 August 2023.

Please do not hesitate to contact me if you require any clarification or additional information on this proposal.

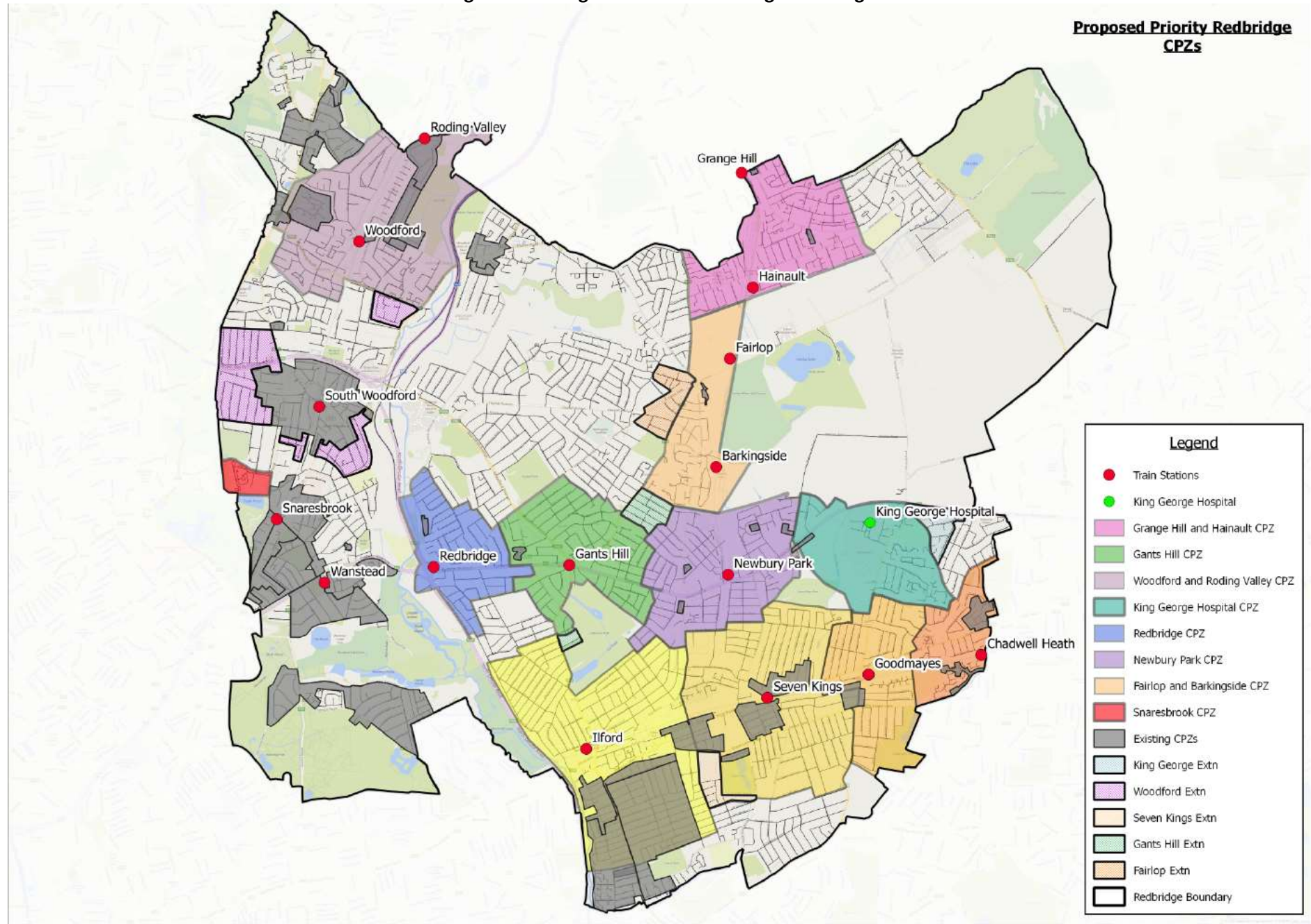
Yours sincerely

A handwritten signature in black ink, appearing to read 'Adam Warnes', with a long horizontal flourish extending to the right.

Adam Warnes
Head of Parking & Traffic
London Borough of Redbridge

Appendix A

London Borough of Redbridge's Controlled Parking Zone Programme Plan



Appendix B

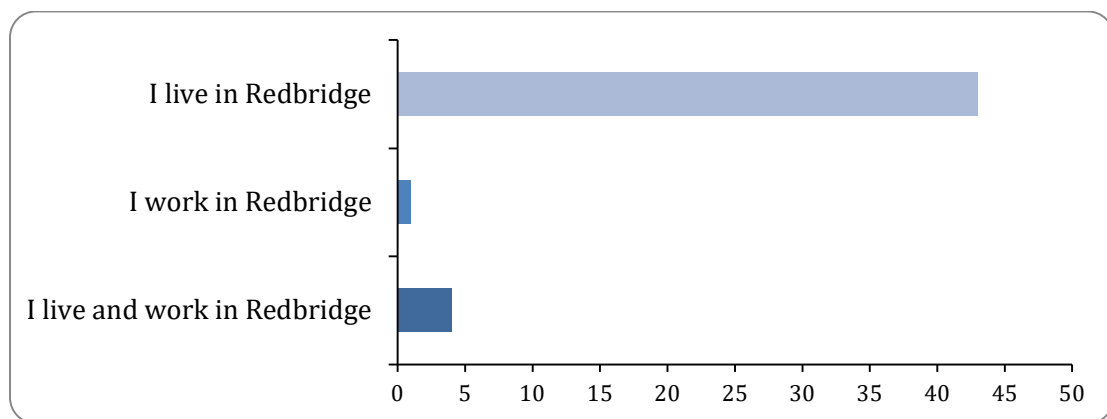
London Borough of Redbridge – Penalty Charge Notice Banding Consultation

The survey below ran on the LB Redbridge engagement hub from 29/11/2021 to 24/12/2021 and 22/11/2022 to 31/12/2022.

The following shows the responses to all questions:

1: Your Interest – Please select the statement that best applies to you

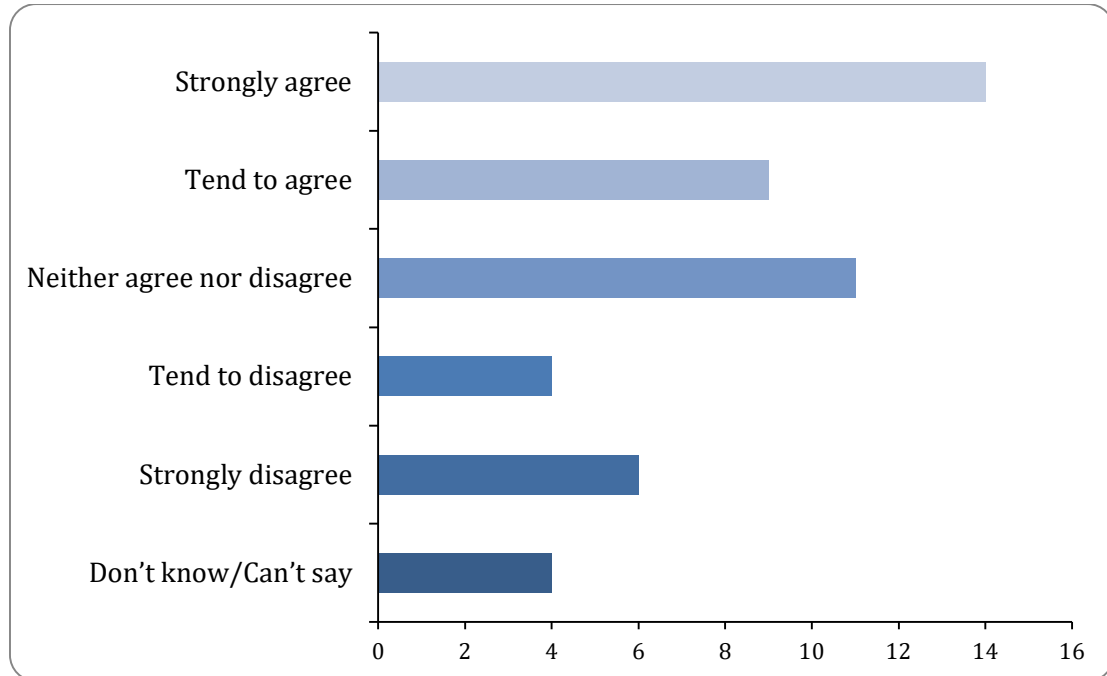
There were 48 responses to this part of the question.



Option	Total	Percent
I live in Redbridge	43	89.58%
I work in Redbridge	1	2.08%
I live and work in Redbridge	4	8.33%
I visit or pass through Redbridge	0	0.00%
None of the above	0	0.00%
Not Answered	0	0.00%

2: I have noticed an increase in illegal and/or inconsiderate parking

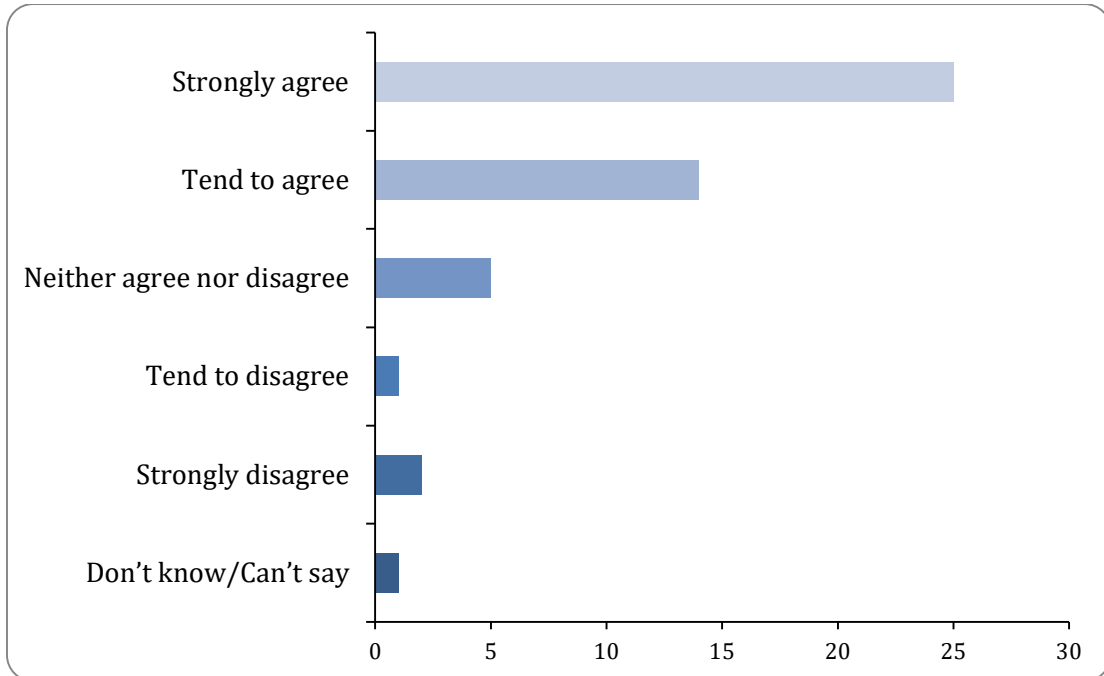
There were 48 responses to this part of the question.



Option	Total	Percent
Strongly agree	14	29.17%
Tend to agree	9	18.75%
Neither agree nor disagree	11	22.92%
Tend to disagree	4	8.33%
Strongly disagree	6	12.50%
Don't know/Can't say	4	8.33%
Not Answered	0	0.00%

3: *Illegal parking causing an obstruction is an annoyance to me*

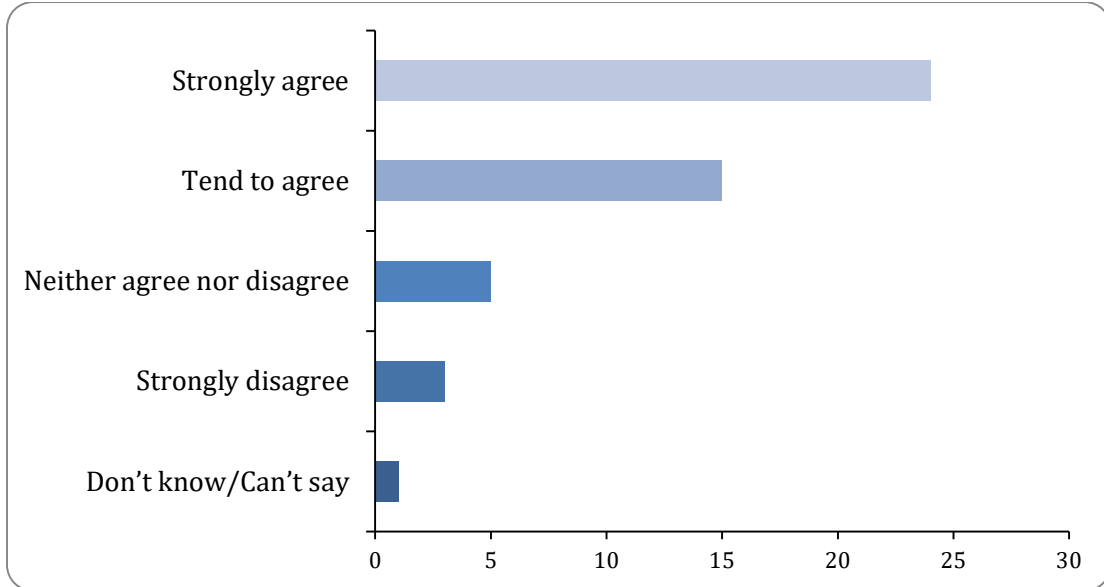
There were 48 responses to this part of the question.



Option	Total	Percent
Strongly agree	25	52.08%
Tend to agree	14	29.17%
Neither agree nor disagree	5	10.42%
Tend to disagree	1	2.08%
Strongly disagree	2	4.17%
Don't know/Can't say	1	2.08%
Not Answered	0	0.00%

4: I am concerned about illegal parking particularly around schools

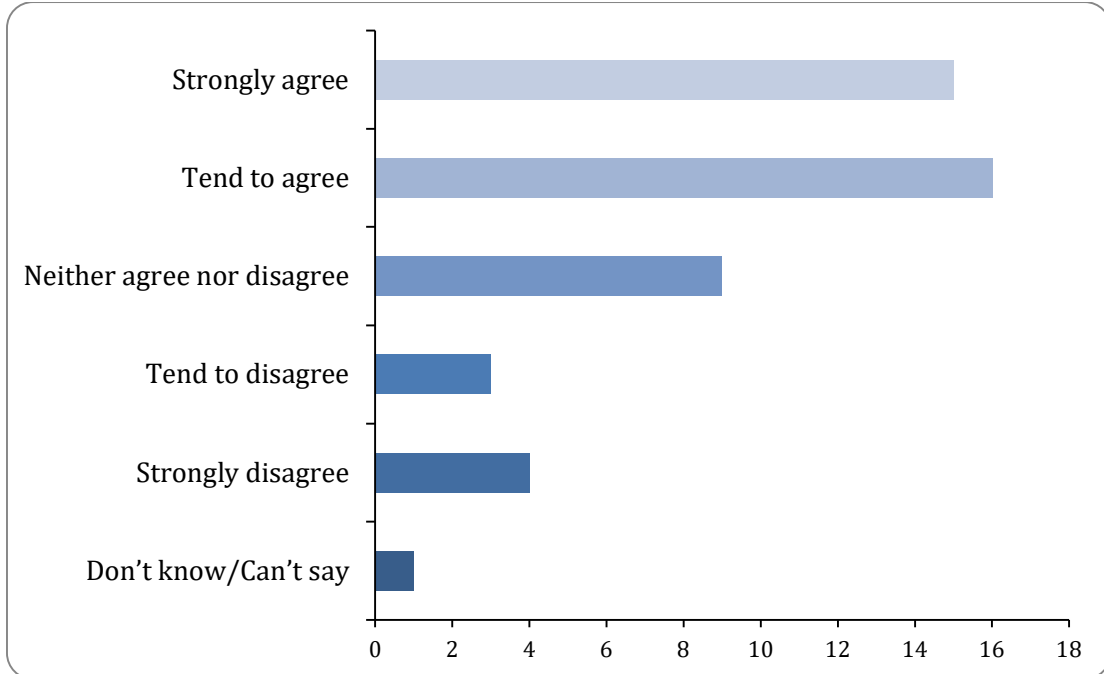
There were 48 responses to this part of the question.



Option	Total	Percent
Strongly agree	24	50.00%
Tend to agree	15	31.25%
Neither agree nor disagree	5	10.42%
Tend to disagree	0	0.00%
Strongly disagree	3	6.25%
Don't know/Can't say	1	2.08%
Not Answered	0	0.00%

5: I have been inconvenienced by illegal and/or inconsiderate parking

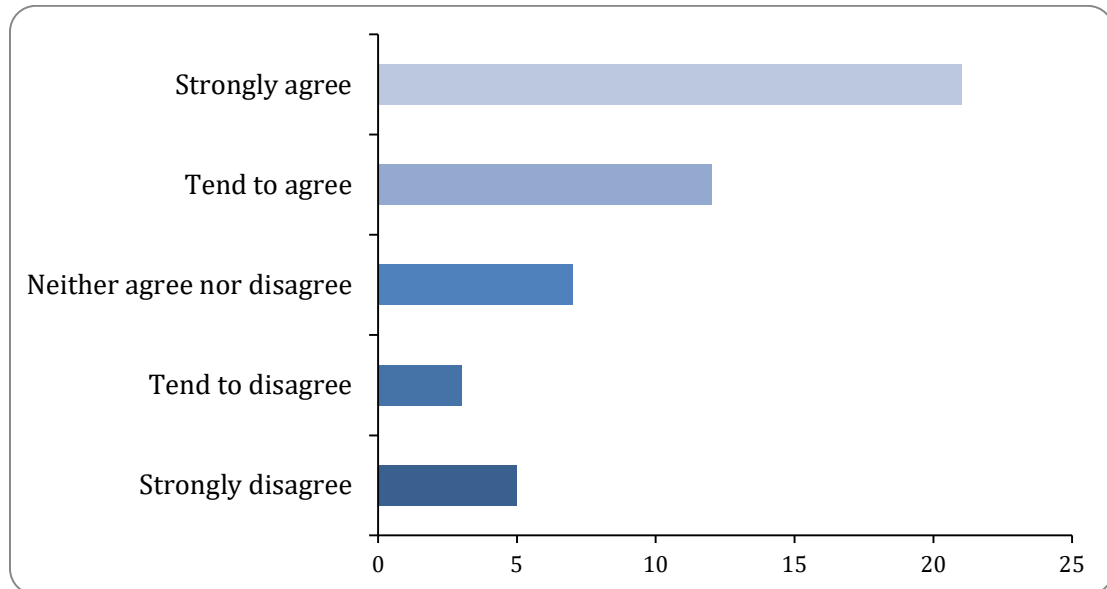
There were 48 responses to this part of the question.



Option	Total	Percent
Strongly agree	15	31.25%
Tend to agree	16	33.33%
Neither agree nor disagree	9	18.75%
Tend to disagree	3	6.25%
Strongly disagree	4	8.33%
Don't know/Can't say	1	2.08%
Not Answered	0	0.00%

6: The Council should be taking further action to discourage illegal parking offences

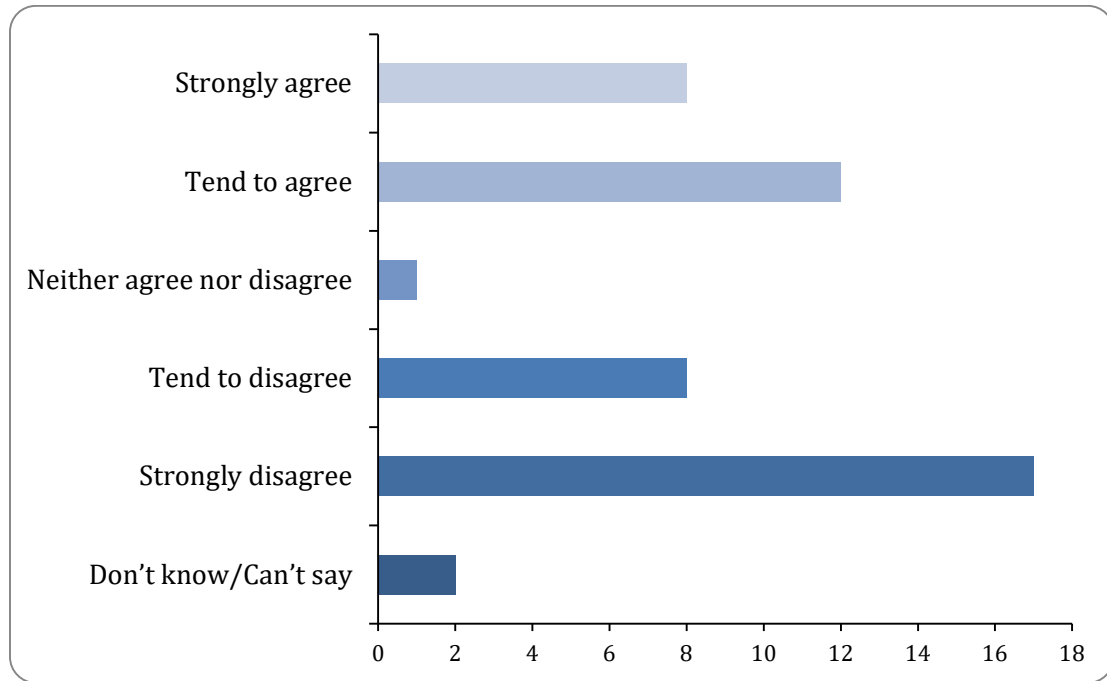
There were 48 responses to this part of the question.



Option	Total	Percent
Strongly agree	21	43.75%
Tend to agree	12	25.00%
Neither agree nor disagree	7	14.58%
Tend to disagree	3	6.25%
Strongly disagree	5	10.42%
Don't know/Can't say	0	0.00%
Not Answered	0	0.00%

7: To what extent do you agree or disagree that increasing the amount of the Band B penalty charge to the Band A amount would discourage parking offences?

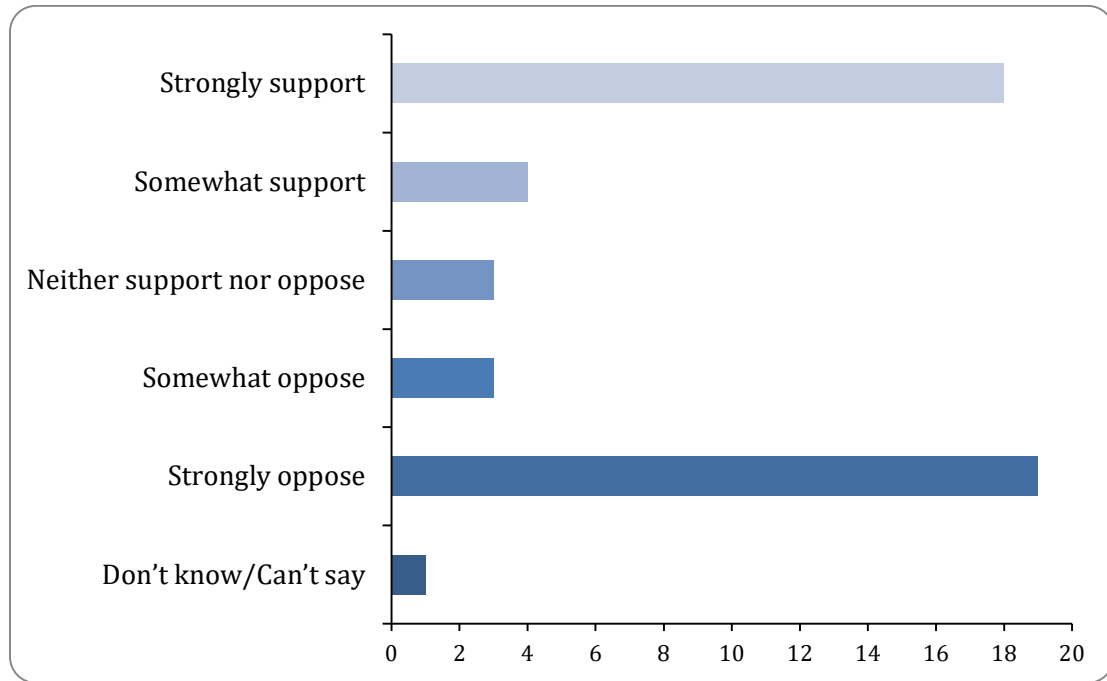
There were 48 responses to this part of the question.



Option	Total	Percent
Strongly agree	8	16.67%
Tend to agree	12	25.00%
Neither agree nor disagree	1	2.08%
Tend to disagree	8	16.67%
Strongly disagree	17	35.42%
Don't know/Can't say	2	4.17%
Not Answered	0	0.00%

8: To what extent do you support or oppose the proposal to change parking offences from Band B to Band A?

There were 48 responses to this part of the question.



Option	Total	Percent
Strongly support	18	37.50%
Somewhat support	4	8.33%
Neither support nor oppose	3	6.25%
Somewhat oppose	3	6.25%
Strongly oppose	19	39.58%
Don't know/Can't say	1	2.08%
Not Answered	0	0.00%

Appendix C

Equality Impact Assessment

Officers Involved in completing screening	
Officer completing Equality Screening <i>Responsible for gathering the information needed for the forms and completing the forms</i>	Donald Chalker Principal Engineer - Transport Strategy and Development Control Highways, Parking and Transportation
Head of Service or Operational Director authorising Equality Screening <i>Responsible for ensuring that equality impact of any proposal has been fully considered</i>	Adam Warnes Interim Operational Director - Highways, Parking & Transportation
Date screening completed:	18/05/2022

1. Summary of Proposal	
Name of the proposed new or changed legislation, policy, strategy, project or service being assessed:	To change borough-wide Parking Penalty Charge Notices (PCNs) from Band B to Band A.
Service Area:	Highways, Parking and Transportation
Budget Option:	- N/A
Budget Reference: <i>Relevant reference if this screening is being used for a formal budget proposal as part of the budget cycle</i>	-
Date proposal to be considered at Cabinet (if known):	- June 2021 (Approved by Cabinet)
Brief description of policy / decision to be screened:	To change borough-wide Parking Penalty Charge Notices (PCNs) from Band B to Band A.
Is this a new proposal?	Yes
If linked to previous years give details:	N/A

On whom will the policy / decision impact?	<input type="checkbox"/> Service users <input type="checkbox"/> Staff <input type="checkbox"/> Other public sector organisations <input type="checkbox"/> Voluntary / community groups / trade unions <input checked="" type="checkbox"/> Others, please specify below All drivers who park on-street or in Council car parks in Redbridge.	
Is the service related to health, care, safety, welfare, wellbeing needs of an individual/family? If yes, provide details.	No	
Does the service work directly with 'vulnerable people' or groups with a 'protected characteristic'? If yes, provide details.	No	

Please provide a brief description of the current service and proposed changes to service:
 This section should give an overview of the proposal. Detail the following:

- The main activities of the service and if /how they are affected
- If the service is targeted to specific group(s) and how?
- Whether it is governed by any legislation? E.g. immigration law, social care acts.

This needs to be written in plain English so that the public are able to ascertain exactly what is being assessed. This should include a brief description of the current service, function, policy and the proposed changes.

Councils in London provide both parking for vehicles on-street - on the public highway, and off-street - in Council managed car parks.

Drivers who park their vehicle in contravention of the statutory regulations for a particular location, (that are backed by a statutory Traffic Management Order), are issued with a Penalty Charge Notice.

There are two "Band" levels of PCN in London, Band A and Band B. Penalties issued in Band A are greater than those in Band B.

As well as the two band levels there are two "Penalty" levels in London, Higher and Lower. Higher level penalties apply to contraventions which are considered more serious, such as parking on yellow lines or where an obstruction is caused. Lower level penalties apply generally where parking is permitted but the regulations are contravened, such as overstaying on a pay and display bay.

The amounts for each band and penalty level are set out in the table below.

	Higher	Lower
Band A	£130(£65)	£80/(£40)
Band B	£110(£55)	£60(£30)

There is a discount on the above amounts for early payment. If payment is made within 14 days (or within 21 days for parking contraventions issued by CCTV), then a discount of 50% is applied.

The Borough of Redbridge is currently wholly in Band B. It is proposed that Redbridge moves to Band A in recognition of the higher demand for parking now experienced across the Borough. There has been an increase in on street parking contraventions of over 37% over the last two years which shows that non-compliance is significantly increasing. Additionally, there is a concern that parking contraventions may further increase if the car led Covid pandemic continues.

This change would apply to both on-street and off-street parking.

2. Service User/ Resident Profiling

Summarise useful data:

- Provide a summary of service users/ residents affected by the proposal by protected characteristic
- Provide a comparison of the above to borough/ ward/ Census/ Schools Census data
- If there is insufficient data use borough, national data, case studies, benchmarking data etc.
- Where data is not available, outline why and how you to plan get it.
- Summarise any feedback (surveys/ consultations/ complaints/ compliments etc.). Detail if there are any difference in opinions by protected characteristic

There is guidance in the following places on sources of data in the first instance:

- Story of Redbridge: <https://www.redbridge.gov.uk/about-the-council/the-story-of-redbridge/>
- Data pack broken down by protected characteristics: <http://intranet/equality-impact-assessments/>
- Corporate Performance Indicators: <http://intranet/corporate-performance-indicators/>
- Research page on Intranet: <http://intranet/research/>

Profile:	Are any groups disproportionately impacted by the changes (who, how and why)?
Age profile:	<p>Data on the issue of Parking PCNs to people who share this protected characteristic is not currently available at any meaningful level.</p> <p>Several groups should see a particularly positive impact from this change as parking compliance improves. This is because elderly people and children are more likely to be pedestrians or bus users.</p>
Disability profile:	<p>Data on the issue of Parking PCNs to people who share this protected characteristic is not currently available at any meaningful level.</p> <p>Disabled motorists should see a particularly positive impact from this change as compliance improves. This is because non-compliant parking in Disabled Bays will carry a higher penalty and therefore be discouraged to a greater degree.</p>

Race profile:	<p>Data on the issue of Parking PCNs to people who share this protected characteristic is not currently available at any meaningful level.</p> <p>Black and Minority Ethnic people should see a particularly positive impact from this change as parking compliance improves. This is because Black and Minority Ethnic people are more likely to be pedestrians or bus users.</p>
Religion or belief profile:	<p>Data on the issue of Parking PCNs to people who share this protected characteristic is not currently available at any meaningful level.</p>
Gender profile:	<p>Data on the issue of Parking PCNs to people who share this protected characteristic is not currently available at any meaningful level.</p> <p>Women should see a particularly positive impact from this change as parking compliance improves. This is because women are more likely to be pedestrians or bus users.</p>
Maternity or pregnancy:	<p>Data on the issue of Parking PCNs to people who share this protected characteristic is not currently available at any meaningful level.</p> <p>Women should see a particularly positive impact from this change as parking compliance improves. This is because women are more likely to be pedestrians or bus users.</p>
Transgender profile:	<p>Data on the issue of Parking PCNs to people who share this protected characteristic is not currently available at any meaningful level.</p>
Sexual Orientation profile:	<p>Data on the issue of Parking PCNs to people who share this protected characteristic is not currently available at any meaningful level.</p>
Marriage or Civil Partnership:	<p>Data on the issue of Parking PCNs to people who share this protected characteristic is not currently available at any meaningful level.</p>
Socio-economic / at risk groups profile:	<p>Data on the issue of Parking PCNs to people who share this protected characteristic is not currently available at any</p>

	<p>meaningful level.</p> <p>This change will impact on pedestrians, cyclists and motorists in Redbridge, who will benefit from a reduction in illegal parking due to the greater deterrence provided by Band A penalties.</p> <p>It will impact on the driver or keeper of any vehicle that currently receives a Penalty Charge Notice for illegal parking. They will see an increase of at least £10 in the amount they can settle a Penalty Charge Notice for.</p> <p>Several groups should see a particularly positive impact from this change as compliance improves. They would include:</p> <ul style="list-style-type: none"> • Bus Users – as illegal parking at bus stops will carry a higher penalty and therefore be discouraged to a greater degree, reducing the incidents where buses are unable to pull to the kerb. In turn this will reduce the inconvenience experienced by those with limited mobility, wheelchair users, pushchair/buggy users and the elderly. • Pedestrians, particularly wheelchair users and pushchair/buggy users - as illegal parking on footways will carry a higher penalty and therefore be discouraged to a greater degree, reducing the instances that they will have to manoeuvre around illegally parked cars.
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3. Safeguarding Vulnerable People

The Care Act 2014 sets out a clear legal framework for how local authorities and other parts of the system should protect adults at risk of abuse or neglect

X For children and young people - Does the proposal comply with section 11 of the Care Act 2014 which requires us to ensure that any services we deliver or contract out to others, are discharged having regard to the need to safeguard and promote the welfare of children?

X For vulnerable adults - Does the proposal comply with the Care Act 2014 which requires us to ensure that any services we deliver or contract out to others, are discharged having regard to the need to safeguard vulnerable adults?

Additional information

If you have provided a positive answer to this question, please provide any additional details here.

Parking in compliance with statutory regulations increases safety on the public highway and in Council car parks.

Effective parking management maximises the opportunity for the use of blue badges used by vulnerable adults that have disabilities.

4. Impact on Children

As part of our aspiration to become a Unicef Child Friendly borough, services are encouraged to integrate children's rights into everything they commission or deliver. Unicef UK's seven principles of a child rights-based approach have been designed to drive change— influencing thinking, planning and practice, as well as

organisational culture. The seven principles are:

- Dignity - children are respected and treated with dignity
- Best interests of the child - children are a top priority in all decisions and actions that affect children and young people
- Non-discrimination - children have an equal chance to access opportunities, support and information no matter their age, gender, background or beliefs
- Life, survival and development - children have a right to life and each child and young person should enjoy the same opportunities to flourish as to be safe, healthy, grow and develop; physically, emotionally, socially, spiritually and educationally
- Participation - children are supported to share their views and influence decisions that affect them
- Interdependence and indivisibility - children enjoy all of their rights, all of the time as all rights are equally important
- Transparency and accountability - children have an open dialogue and strong relationships with professionals and elected members

Does your proposal impact or infringe on any of these principles and rights?

No

5. Summary Grid

After reviewing the above information in the profiling section indicate likely impact on different groups in the grid below using the following definitions as a guide:

- **Positive** - Service extended, additional funding given or some other benefit to one or more of the groups.
- **Neutral** – changes to service will not have a visible impact, positive or negative.
- **Low Adverse** - Minor changes to services e.g. slight change in opening hours – complete mitigating action section where actions can reduce or remove negative impact.
- **Medium Adverse** - Significant changes to the way services are delivered – new eligibility criteria, increased costs. Full EQIA is required to manage the change.
- **High Adverse** - vulnerable groups, groups with specific protected characteristics impacted more than others. Major changes e.g. possible closure of service, new eligibility criteria leading to some people losing existing services, significant cost increase.

Identifying impact:

- Interpret the data, identify if any 'vulnerable groups' and/or 'groups of protected characteristics' are disproportionately affected.

- Give some context around why these groups may be disproportionately affected.
- This isn't just about the numbers affected but the significance of the impact.

Possible impact on Service Users/ Residents	<u>Positive</u>	<u>Neutral</u>	<u>Low Adverse</u>	<u>Medium Adverse</u>	<u>High Adverse</u>
Age	X				
Disabled People or Carers	X				
Race	X				
Religion (including no faith)		X			
Gender	X				
Maternity or Pregnancy	X				
Transgender		X			
Sexual Orientation		X			
Marriage or Civil Partnership		X			
Other [e.g. living in poverty, children in care, homeless, carers, refugees]	X				

6. Screening Decision

☒ **Positive or Neutral Impact** – No further action required

☐ **Low Impact** – complete Mitigating Negative Impact (section 5) below

☐ **Medium or Adverse Impact** – complete a full Equality Impact Assessment (EQIA)

Additional information

Provide any additional details that supports the screening decision

Parking in compliance with statutory regulations increases safety on the public highway and in Council car parks for all people.

Effective parking management maximises the opportunity for the use of blue badges used by people that have disabilities.

7. Mitigating Negative Impact

Where groups are disproportionately affected please outline other options explored before deciding on this proposal:

Summarise

- What other alternatives to this proposal were considered: including reviewing proposals submitted by service users/ partners/residents?
- If there will be a negative impact on any group, why is this the only practical proposal or option.

N/A

Mitigating Actions

What activities have you done or plan to do to try and mitigate impact on particular groups e.g. signposting service users to other services, partnership working etc. Include dates for planned/ completed mitigating action plans and Lead Officer. The plan must provide detail on the activities and dates for it to ensure compliance with the Public Sector Equality Duty.

Action	Anticipated Outcome	Lead	Deadline	Actual Outcome	Comments

8. Next Steps

Is a full Equality Impact Assessment required? If yes the template and guidance can be found <u>here</u>.	No
If a full EQIA is not required, you are still legally required to monitor and review the proposed changes after implementation to check they work as planned and to screen for unexpected equality impacts. Please provide details of how you will monitor, evaluate or review your proposals and when the review will take place	To be reviewed on an annual basis.

Has a Mitigating Actions Plan been prepared? How is this proposed to be monitored?	N/A
Has the screening been included with Cabinet papers? Summarise the findings of this screening in the Fairness section of the <u>Cabinet or Committee report</u>.	N/A
Have arrangements been made to publish this screening?	Yes

Officers Involved in completing screening

Officer completing Equality Screening	Donald Chalker Principal Engineer - Transport Strategy and Development Control Highways, Parking and Transportation
Date submitted	14/04/2022
Head of Service or Operational Director sign off	I agree with the content and outcome of this screening Adam Warnes – Head of Parking
Date approved by Head of Service or Operational Director	18/05/2022

Sadiq Khan
Mayor of London
Greater London Authority
City Hall
Kamal Chunchie Way
London
E16 1EZ

Contact: Stephen Boon
Direct line: 020 7934 9951
Email: stephen.boon@londoncouncils.gov.uk

Date: 11 May 2023

Dear Mr Khan,

Additional parking penalties and related charges for the London Borough of Redbridge

On 23 March 2023, London Councils' Transport and Environment Committee (TEC), considered a proposal for changing the level of Additional Parking Charges applicable on borough roads in the London Borough of Redbridge. In accordance with the relevant legislation, TEC have instructed me to seek your approval for a change to these charges.

The report considered by the Committee in reaching its decision is attached to this letter and can also be found on our website.

The report sets out LB Redbridge's proposal to change from penalty charge Band B to Band A across the borough. This change is intended to help improve compliance with essential traffic and parking management measures. I am therefore writing to request your approval of the proposed banding change set out above in accordance with the Traffic Management Act 2004.

LB Redbridge are seeking to implement the change on 1 August 2023 if this request is approved. It would be beneficial therefore, if you were able to consider this matter at the earliest opportunity so the legal process can continue.

Should you require any further information, please do not hesitate to contact me.

Yours sincerely,

A handwritten signature in dark ink, appearing to read "S Boon", written over a horizontal line.

Stephen Boon
Chief Operating Officer

cc: Seb Dance – Deputy Mayor for Transport

PCN Banding Parking Consultation

**Results of parking consultation held in November and
December 2022**



Version 1.1

Report submitted for consideration in January 2023

Author: Adam Warnes, Head of Parking & Traffic



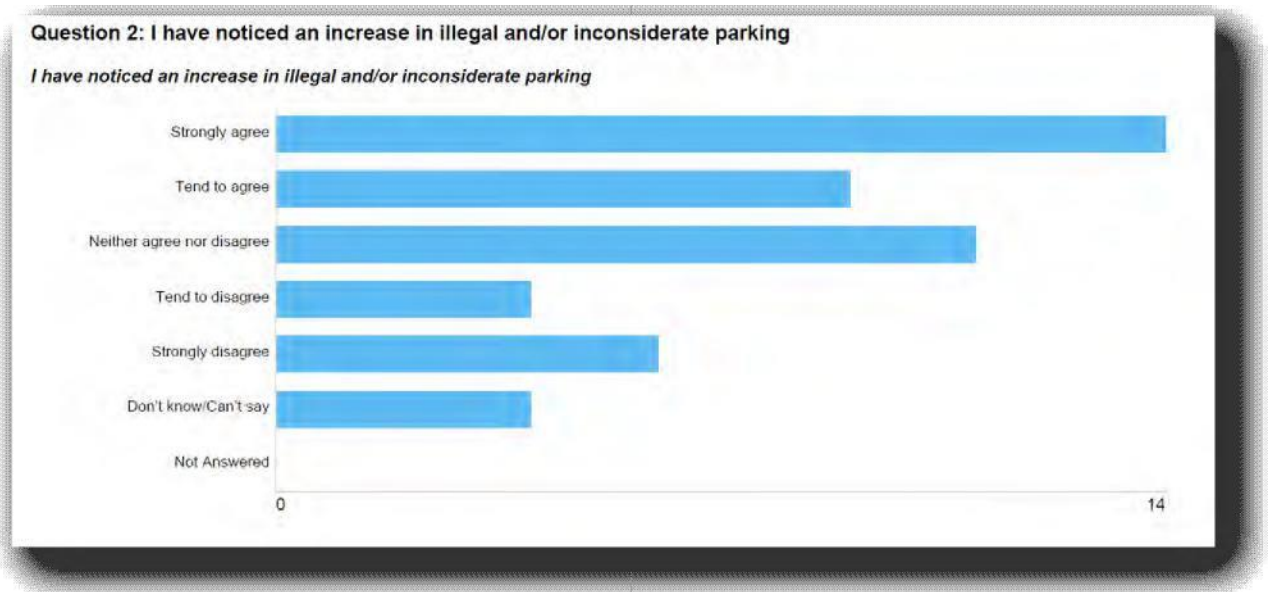
Ambitious for Redbridge

1 Background & Consultation approach

- 1.1 On 8 June 2021 a report was presented to Cabinet recommending that the London Borough of Redbridge apply to become a Band A authority for the purposes of PCN issuance.
- 1.2 The primary reason for the recommendation was that in recent years a significant increase in non-compliance had been observed, and a move to become a Band A authority was considered to be an effective means to improve compliance as it would increase the deterrent value of a PCN.
- 1.3 Subject to a consultation and consideration of the results of the consultation, Cabinet approved the proposal to proceed with an application to become a Band A authority.
- 1.4 Subject to 1.3 above Cabinet authorised the Lead Member and Director for Communities to take the necessary steps to proceed with the application to give effect to the proposed change of band.
- 1.5 Following the approvals above an initial online consultation was carried out in 2022 through the Council's website engagement portal. Unfortunately this six week consultation only generated one response, who was neither in favour or opposed to the proposal.
- 1.6 A further six week consultation was therefore carried out a year later in November and December 2022. The consultation closed on 31 December 2022.
- 1.7 The consultation attracted 47 responses, the details of which are summarised below. A full copy of responses is attached in Appendix A.

2 Consultation results

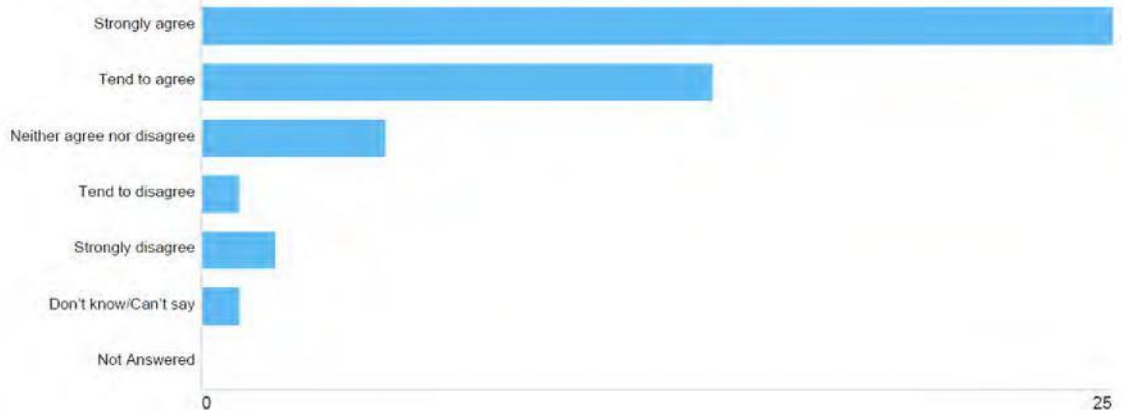
- 2.1 In summary 23 out of 48 respondents (48%) either strongly agreed or tended to agree that they had witnessed and increase in illegal and/or inconsiderate parking in the borough.



- 2.2 An overwhelming 81% (39 out of 48) agreed or strongly agreed that illegal parking causing an obstruction was an annoyance to them.

Question 3: Illegal parking causing an obstruction is an annoyance to me

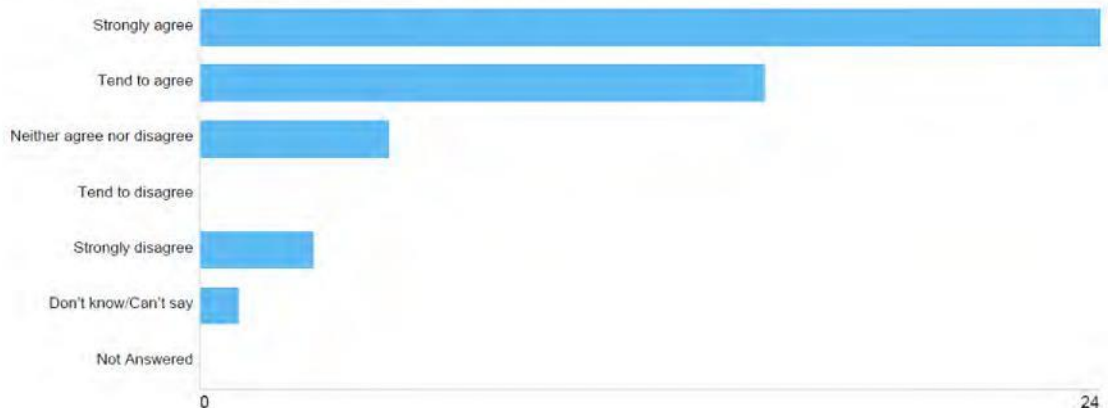
Illegal parking causing an obstruction is an annoyance to me



2.3 The same percentage (81%) were concerned regarding illegal parking around schools.

Question 4: I am concerned about illegal parking particularly around schools

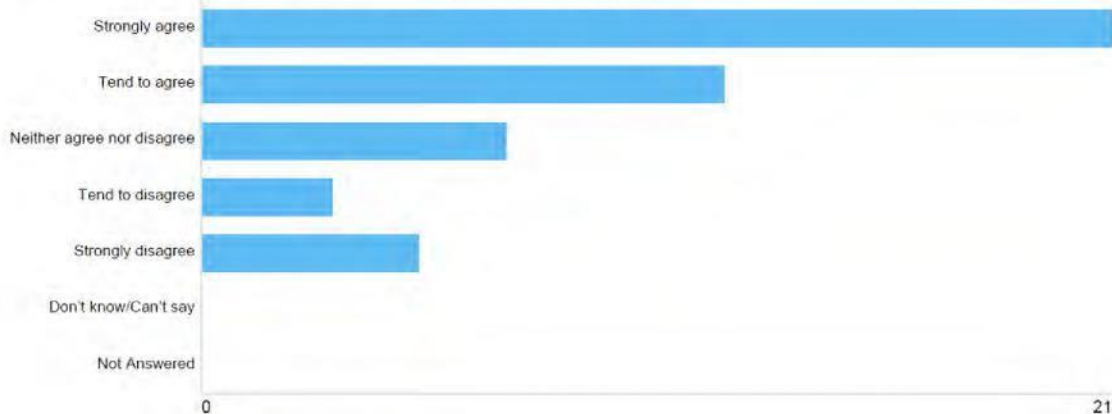
I am concerned about illegal parking particularly around schools



2.4 Significantly 69% of respondents strongly agreed or tended to agree that the Council should be taking further action to discourage illegal parking offences.

Question 6: The Council should be taking further action to discourage illegal parking offences

The Council should be taking further action to discourage illegal parking offences



- 2.5 42% of respondents either agreed or strongly agreed that a move to Band A which discourage motorists from committing parking offences. A further 6% neither agreed or disagreed or didn't know.

Question 7: To what extent do you agree or disagree that increasing the amount of the Band B penalty charge to the Band A amount would discourage parking offences

To what extent do you agree or disagree that increasing the amount of the Band B penalty charge to the Band A amount would discourage parking offences



- 2.6 46 % of respondents either strongly support or somewhat support the Council's application to become a Band A authority with a further 8% neither supporting or opposing or don't know.

3 Conclusions

- 3.1 Overall 22 of the respondents were in favour of the Council becoming a Band A authority, 22 were opposed and 3 neither supported or opposed or didn't know.
- 3.2 Discounting the 3 who had no views either way, 50% were in favour and 50% were opposed.
- 3.3 Full comments from all respondents are attached in Appendix A. The primary reasons for those opposed to the proposal were 1) the implications of another cost increase at a time of economic instability and financial challenge, 2) that serial offenders and non compliant inconsiderate drivers would not change behaviours even if the PCN charge was increased and 3) that without more stringent enforcement in certain parts of the borough the increase in charge will have no effect as non-compliant parking was not currently being enforced as comprehensively they would like.
- 3.4 Those who responded in support of the proposal also included comments about 1) wanting to see more signage and lines refreshed more frequently to further discourage poor behaviour 2) a focus on enforcing footway parking 3) a crackdown on serial offenders and inconsiderate and dangerous parking. There were also additional comments about concerns about perceived increase car usage in the borough, as well as requests for the authority to spend any potential surplus generated from an implemented change on improving cycling and walking infrastructure in the borough.

4 Financial Implications

- 4.1 The cost of proceeding with the application and implementing any change (if approved) is expected to be negligible and this can be funded from the Parking Services budget for 2023/24 which is due to be approved by Cabinet in February 2023.
- 4.2 The use of any surplus that is generated from the introduction of new parking controls is governed by Section 55 of the Road Traffic Regulation Act 1984.
- 4.3 There is not expected to be any additional surplus generated in the medium term as the increase in PCN charges will be off set by a reduction in PCN issuance as

compliance improves. There may however be a time lag before compliance improves.

5 Fairness Implications, including Equality and Diversity

- 5.1 An equality impact screening has been completed in accordance with the Council's Strategic Equality Plan and supplementary guidance. No potential for unlawful discrimination and/or low level or minor negative impact has been identified; therefore a full EQIA has not been carried out. The EQIA is attached as Appendix B

6 Recommendations

It is recommended that:

- 6.1 The consultation results contained in this report and the detailed results in Appendix A be noted including all objections to the proposal; and that all specific comments regarding parking enforcement addressed through business as usual parking operations.
- 6.2 That it be noted that the consultation received 50% support in favour of the application and that the Council's Parking Transformation & Strategy approved by Cabinet on 18/4/19 states in paragraph 3.58 that "that there will be no minimum response rate requirement and a threshold of 50% and above in support for the scheme will generally be followed." in relation to parking consultations and decisions for schemes to proceed.
- 6.3 That in consideration of 6.1 and 6.2 above the Cabinet Member (in consultation with the Director for Communities) approve the attached draft application to TEC in Appendix C.
- 6.4 That the Head of Parking and parking team are delegated to work with London Councils to proceed with the application to TEC (revising the draft report as necessary) and onwards to the GLA and Secretary of State.
- 6.5 Note that is hoped the report will be presented to London Council's Transport & Environment Committee in March 2023.
- 6.6 That subject to approvals the change is implemented on 1 August 2024 or as soon as possible thereafter.

- 6.7 That compliance improvements post implementation of Band A are closely monitored and reported back to the Cabinet Member for the Environment & Civic Pride on a regular basis thereafter.

Delegated Authority

I concur with your proposal in the attached.

A handwritten signature in black ink, appearing to be 'Jo Blackman', written in a cursive style.

Cabinet Member: Cllr Jo Blackman – 26 January 2023

MAYOR OF LONDON

Rt Hon Mark Harper MP
Secretary of State for Transport
c/o DfT.Ministers@dft.gov.uk

Our ref:

Date:

Dear Mark,

As you are aware, Paragraph 2 (1)(b) of Schedule 9 of the Traffic Management Act 2004 ("Schedule 9") provides that it is the duty of London local authorities to set the levels of charges relating to contraventions on or adjacent to roads other than Greater London Authority roads. Paragraph 2(2) provides that different levels of charges may be set for different areas in London and for different cases or classes of cases.

Paragraph 3 (1) of Schedule 9 provides that London local authorities must submit to me the levels of charges that they propose to set. The London Borough of Redbridge (LB Redbridge) has proposed to increase parking charges on borough roads from Band B to Band A. This entails increases for more serious contraventions from £110 to £130 and for less serious contraventions from £60 to £80. The request would mean that the whole borough (save for the roads which border other boroughs with Band B charging levels) would be subject to Band A. I attach a copy of my decision in support of this proposal and its attachments, which provide more detail.

I am required under paragraph 4 of Schedule 9 to notify you of this proposal, and I hereby do so. The increased levels of charges do not come into force until the expirations of either the period of one month beginning with the date on which the notification is given (the date of this letter), or such shorter period as you may allow. You may before the end of that period give notice to me that you object to the levels of charges on the grounds that some or all of them are excessive. If you do so, those levels of charges shall not come into force unless and until the objection has been withdrawn. If you think that the level is excessive, you may make regulations setting the level of charges.

Yours sincerely,

Sadiq Khan
Mayor of London