

<b>Committee:</b> Cabinet	<b>Date:</b> 10 <sup>th</sup> January 2007	<b>Classification:</b> Unrestricted	<b>Report No:</b>	<b>Agend a Item:</b>
<b>Report of:</b> Corporate Director, Environment & Culture		<b>Title:</b> Review of Parking Services' Fees and Charges		
<b>Originating officer(s)</b> John Chilton Head of Parking Services		<b>Wards Affected:</b> All		

1. **SUMMARY**

- 1.1 Parking fees and charges were last reviewed in May 2005. Following a review, which has taken account of the Council's evolving strategy to reduce the impact of motor transport on the local and global environment, revised charges are recommended for implementation in early 2007/08, together with a proposal to introduce an emissions based charging structure for parking permits issued by the Council.

2. **RECOMMENDATIONS**

Cabinet is recommended to:-

- 2.1 Approve the levels of fees and charges for parking and parking related services as set out in Appendix 1 effective from 1<sup>st</sup> April 2007 by way of publishing a Notice of Variation of Charges.
- 2.2 Agree that the Corporate Director Environment & Culture undertake further consultation, by way of Statutory Public Notice, before making the necessary Traffic Management Orders to introduce an emissions based charging structure for parking permits as set out in Appendix 3.
- 2.3 Note that any objections arising from the consultation referred to in recommendation 2.2 above will be reported back to Cabinet for consideration in conjunction with the proposals.

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**Local Government Act, 2000 (Section 97)**  
**List of "Background Papers" used in the preparation of this report**

**Brief description of "back ground papers" holder**

**Name and telephone number of and address where open to inspection.**

None

John Chilton ext. 6999

### **3.0 BACKGROUND**

- 3.1 This report sets out proposals for revised charges for certain services provided by Parking Services. The charges were last increased in May 2005.
- 3.2 Most enforcement and other operating costs have increased by at least inflation of 5% over the last 2 years.
- 3.3 Car ownership and usage continues to increase to an extent that the Borough's roads will not be sustainable in the long term and the price of parking must continue to be used as a way of controlling demand.
- 3.4 The proposal outlined in this report to revise the on-street car parking permit charges to better reflect the varying levels of environmental damage caused by different types of vehicle is part of Tower Hamlets Council's evolving strategy to reduce the impact of motor transport (and continue to promote sustainable travel in partnership with TfL) on the globe.
- 3.5 There is a growing urgency for government at local, regional, national and EU levels to take action through civic leadership, new policies and visible change on the ground, to tackle climate change's impact on the planet.
- 3.6 Carbon dioxide (CO<sub>2</sub>) emissions need to be reduced by up to 90% by 2050 on 1990 levels in order to meet the objectives of the Kyoto climate change reduction agreement.
- 3.7 The road transport sector contributes over 25% of all CO<sub>2</sub> emissions. Road traffic also releases particulates into the atmosphere that are known to accentuate respiratory problems and contribute to soiling and damage to buildings. The Council's Air Quality Action Plan has identified that two key pollutants both caused by exhaust emissions, namely nitrogen dioxide and fine particulate matter, exceed the objectives set by central government. Deterring unnecessary car usage by managing demand via pricing can encourage people to focus on the sustainable travel options and is one clear way that local authorities can help improve the environment in their area and more globally.
- 3.8 A number of Councils across the EU have begun the process of reducing the impact of motor traffic on the environment. For example, Bologna and Florence in north/central Italy and La Rochelle in France are encouraging facilities for electric cars, Berlin and Bremen are promoting the development of city car clubs and Paris has a network of public recharging points for electric vehicles.

- 3.9 All the above EU cities also continue to invest in sustainable transport measures, including high quality public transport system, including trams, trolley-buses and electric/gas-powered buses, as well as walking and cycling facilities.
- 3.10 Officers are required by Financial Regulations to review charges periodically to take account of all relevant factors such as those listed above. Subject to Cabinet's agreement, and after publicity of the changes, the increases, as set out in Appendix 1, will take effect from the 1<sup>st</sup> April 2007 (or as soon afterwards as is practically possible).

### **Supply and Demand**

- 3.11 Increasing car usage by existing residents and their families, visitors and employees has led to significant pressure on the existing road system and parking provisions. Officers have already required the establishment of "car-free" new residential (and business) developments by applying planning conditions to encourage the development of less car dependent, more healthy and climate-friendly lifestyles. The Council already issue more parking permits than we have on-street spaces.

The following table shows the number of Parking Permits issued by Tower Hamlets as at 7 November 2006.

Business	Market Trader	Public Service	Resident	<b>TOTAL</b>
982	67	3002	22,668	<b>26,719</b>

The following table shows the number of different types of on-street bay available. This is subject to constant review as areas in the Borough change with new development or new traffic schemes.

Pay & Display	1101	Permit/Pay & Display	3859
Resident	11943	Disabled	371
Business	554	Market Traders	34
Permit (Resident/Business)	4719	Coaches	29
Doctors	29	Police	24
Loading Only	109	Places of Worship (Free)	163
<b>Total = 22,935</b>			

- 3.12 A report to the Policy & Implementation Committee (hereinafter referred to as PIC) in May 2001 [PIC 336/001] authorised officers to begin the process of implementing a number of recommendations. This included agreement by PIC to review charges for parking provision in the Borough.

The Council's adopted Parking Plan continues the process of managing on-street parking space to make the best use of scarce road space by pricing and/or other controls to help protect the environment and people's health.

- 3.13 The Council has also taken action to reduce the number of public sector permits issued, and the on-street (Pay and Display) tariff increases introduced in May 2005 (68% in the west of the Borough and 33% in the east) had a significant effect on reducing demand for short-term parking.

### **The Main Changes**

- 3.14 At £60.00 per annum, a Resident's Permit represents good value for money – there are currently 22,668 of these permits on issue. However to continue to bring the price of these permits in line with other comparable London Local Authorities (see Appendix 2) and to ensure that the value of these permits is not eroded by inflation, an increase to £70 per annum is proposed. This still represents good value for money and compares favourably with most other London Boroughs who do not offer 'Cross Zone' parking concessions that residents of Tower Hamlets continue to enjoy. The standard fee of a Resident Permit currently applies to the first 2 permits per household with the third or subsequent permits attracting a higher charge of £250.00. Pressure for parking spaces often means that residents can find it hard to find a parking space in their area. To help address this escalating problem it is proposed that the cost of a second permit per household be increased to £140.00 per annum and for a third or subsequent permit to £280.00 per annum.

Vehicles powered by battery/electric or Liquid Petroleum Gas (hereinafter referred to as Alternatively Fuelled Vehicles) currently enjoy a 33% discount in line with the Council's Air Quality Action Plan. [The discount does not apply to dual fuel vehicles which can run on LPG or conventional fuel].

In order to continue to promote and encourage the use of Alternatively Fuelled vehicles, it is proposed that the current 33% discount be increased to 75%. At this level, the discount offers a substantial advantage to motorists while recognising that the vehicle (however environmentally friendly) still contributes to traffic and parking congestion. For consistency, it is proposed that the same level of discount (rounded up or down) is offered on all permits issued by the Council for single (specified) vehicles.

- 3.15 Residents who own motorcycles currently can obtain an annual permit at a cost of £15.00. There are currently 137 such permits on issue. No increase is proposed.

- 3.16 Resident Visitor Scratchcards are currently 80p per scratchcard for 5 hours parking which is exceptionally cheap parking when compared to Pay & Display charges.

From January 2007 elected members agreed that to increase convenience for residents, the maximum stay of 5 hours per card no longer applies on Saturdays and Sundays.

Most Inner London Boroughs offer no such permit with resident's visitors expected to use Pay & Display/Meters with no concessions. An increase to £1.00 for 5 hours parking is considered reasonable. Resident Visitor Scratchcards are currently issued free to Pensioners, defined as persons over the age of 60 years, and to Residents who need a carer on a daily basis. On a yearly basis, approximately 42,000 books of scratchcards are issued free to Pensioners and 159 books of scratchcards are issued free to "carers" in comparison with approximately 31,400 books that are charged for. It is now considered appropriate to review the free concession to Old Age Pensioners and to treat all age groups equally as income of some Residents within this age group may not be any different from those of other groups. Officers therefore, propose that whilst "carers" will continue to receive free scratchcards, that the exemption will no longer apply to Old Age Pensioners.

- 3.17 The Traffic Management Order charge to developers for making permanent traffic orders to facilitate their developments is being increased in line with inflation and to cover the increased costs of advertising to £2,400.00.
- 3.18 The daily charge for parking bay suspensions and dispensations is currently £12 and was last increased in May 2005.

However, to bring these charges in line with other comparable London Local Authorities and to deter unnecessary suspensions, and where a suspension is inevitable, to bring the space back to use for parking vehicles as soon as possible, an increase to £15 per day per bay/car length is proposed.

- 3.19 On-street Pay & Display charges were increased in 2005 to the current hourly rate of £3.50 or £2.00 depending on area. As the charges are now broadly comparable with other London Boroughs and the increases introduced in 2005 had the desired effect of reducing demand, no further increase is proposed. However, a minor change to coin acceptance is proposed. All Pay and Display equipment currently accepts £2, £1, 50p, 20p, 10p and 5p coins. In the high tariff area, 5 pence buys 51 seconds of parking and in the low tariff area 1 minute and 30 seconds.

- This coin, therefore, offers little utility to motorists but contributes to cash boxes filling quickly, weight of cash boxes, and ultimately to increased cash processing costs. It is proposed that the acceptance of 5 pence is phased out from all the Council's Pay and Display equipment.
- 3.20 The hourly charge at St. Stephens Car Park (just off Roman Road) is £1.80 compared with the hourly 'on-street' charge of £2.00 in that area. A slight price variation will encourage motorists to park 'off-street', accepting the slight inconvenience of perhaps having to walk further to their destination. No change is, therefore, recommended.
- 3.21 Watney Market Car Park has recently returned to operation as a car park following refurbishment works to the building. The hourly charge is £1.75. A small increase in charge is proposed at this time to reduce the differential between the cost of parking on-street (£3.50 at this location) and using the car park, but without discouraging the returning usage of this car park. A charge of £2 per hour is proposed.
- 3.22 At £500 per annum, a Business Permit represents good value for money in comparison to on and off-street parking charges in Tower Hamlets and other London Boroughs where such permits are available. The charge was last increased in May 2005 by £50 and an increase in line with inflation to £525 is proposed. To this point, volume discounts have been offered to businesses requiring the flexibility of Business Permits that do not show a vehicle registration number (and can, therefore, be used to park any vehicle). There is no justification for making such a distinction and it is recommended that all Business Permits be charged at £525 (pa). Alternatively fuelled vehicles would qualify for a 75% discount (if the recommendation on Alternatively Fuelled Vehicles set out in paragraph 3.14 of this report is adopted).
- 3.23 At £250 per annum, a Public Service Permit still represents very cheap parking. The charge was last increased in May 2005 by £70. Such permits are not available in most other London Boroughs and their continued use in Tower Hamlets brings benefits and disadvantages. The majority of permit holders have to date been Council staff, health service employees etc. Although the qualification criteria has been tightened up to reduce the number issued, an increase in excess of inflation to £300 in respect of vehicle specific permits issued to an individual and to £500 for "pool vehicle permits" issued to Council Directorates, is proposed to control demand. Alternatively fuelled vehicles would qualify for a 75% discount (if the recommendation on Alternatively Fuelled Vehicles set out in paragraph 3.14 of this report is adopted).

- 3.24 Contractor Permits were introduced in January 2007 at a cost of £500 per annum and the charges were set so as to be in line with Business Permits. It is therefore proposed to increase the charge to £525 per annum.

Alternatively Fuelled Vehicles would qualify for a 75% discount (if the recommendation on Alternatively Fuelled Vehicles set out in paragraph 3.14 of this report is adopted).

- 3.25 At £400 per annum, a Market Trader Permit (a form of Business Permit) represents good value for money in comparison to on and off-street parking charges in Tower Hamlets and other London Boroughs where such permits are available.

The charge was last increased in May 2005 by £50 and an increase in line with inflation to £420 is proposed. However, no increase is proposed to the Market Trader Permit Scratchcard, which was introduced in January 2007 at a charge of £5 per day.

Alternatively Fuelled Vehicles would qualify for a 75% discount (if the recommendation on Alternatively Fuelled Vehicles set out in paragraph 3.14 of this report is adopted).

- 3.26 In May 2003, the Council introduced the Tower Hamlets Disabled Persons Permit for residents who are holders of the European Union Disabled Persons Blue Badge. The permit, which is vehicle specific, offers the same parking concessions as the European Blue Badge but is valid only in Tower Hamlets (and not on red routes within the Borough). The permit, which was aimed at reducing the theft of Blue Badges, damage to vehicles and subsequent fraudulent use has proved to be popular and there are some 2,200 currently on issue.

Currently there is an initial registration fee of £5.00 with renewals (the expiry date of the permit coincides with that of the applicant's Blue Badge) issued free of charge. It is proposed that the £5.00 charge be withdrawn and that such permits be issued free of charge. [The Council also waives the standard £3 for the issue of the European Disabled Person's Blue Badge].

An inherent risk in the Tower Hamlets Disabled Persons Permit is that whilst the Tower Hamlets Badge is being correctly used by the holder, the Blue Badge could be lent to a relative or friend. To reduce this risk, it is a requirement that the Disabled Person's parking clock is always displayed alongside the Tower Hamlets badge, thereby reducing the opportunities for inappropriate use of the Blue Badge. To close a further loophole that emerged with this arrangement, a charge of £50 is made for the issue of a replacement Disabled Person's clock.

The introduction of this charge reduced the volume of requests for replacement badges. No change is proposed to this charge.

- 3.27 A similar situation arose with disabled person's Freedom Passes that were reported as lost/stolen.

Where a permit/pass is reported lost or stolen, it is a contradiction to ask for the return of the permit/pass prior to the issue of its replacement. Lost/stolen disabled person's Freedom Passes were in the past running at an unacceptable level.

A replacement charge of £10 was introduced and this has resulted in a reduction in the incidents of lost/stolen permits to an acceptable level. The £10 charge continues to be effective in this regard and no change is recommended. Officers will continue to monitor this.

- 3.28 The current charges for skips located on the public highway are variable depending on the period of occupation and type of parking bay/yellow line affected. The charges on Permit Bays are £4.10 per day for the first 10 days and £15.35 per day thereafter and on Pay & Display Bays £15.35 per day. If a skip is authorised on a Yellow Line, the daily charge is £5.10.

As the length of highway occupied by a skip is equivalent to a parking space of 6m, it is proposed to bring skip charges into line with "Suspension" charges. A daily flat fee of £15.00 is proposed regardless of what parking bay type or yellow line the skip is authorised to be sited on. It does not make sense to incentivise builders/residents to locate skips on yellow line (which should be kept free) nor to incentivise them to locate the skip anywhere but as close as possible to the works, for reasons of Health & Safety.

- 3.29 Applicants who purchase their permits by means other than by visiting the Parking Shop (i.e. postal, Internet or by telephoning the Customer Contact Centre) currently receive a £5 discount. However, this is no longer justifiable as some residents are disadvantaged and it is proposed that the £5 discount be discontinued.

- 3.30 Permit holders who surrender a permit are entitled to a pro-rata refund per complete unused month. However, an administration fee of £25 is incurred. It is now considered that this charge is unreasonable and it is, therefore, proposed that the administrative charge be withdrawn and that Permit holders would be entitled to a pro-rata refund per complete unused month provided the value exceeds £10. If the value is £10 or less, no refund would be made.



3.31 When a high value vehicle that has been removed to the car pound is not within a reasonable time collected by the keeper, there is an immediate suspicion that the vehicle is stolen. In effect the keeper prefers to surrender the vehicle than identify himself to the authorities. In these circumstances the police are invited to inspect the vehicle, take details and check national records to see whether the vehicle has been reported stolen. These checks may result in no match and the police will indicate that they do not have an interest in the vehicle. At this point officers will continue to investigate the vehicle in the belief that it may have been stolen and given the identity of another identical vehicle (a process known as “ringing”). Where these further investigations result in the restoration of the vehicle to the owner (which at this point is most likely the insurance company that has paid out on a claim for theft of the vehicle) a tracing/restoring fee of £100 is charged to cover the additional officer time in trying to properly identify the vehicle and track the owner. It is proposed that fee should be increased to £125 to better reflect the costs borne by the Council and in future should be pegged to the overnight storage fee (overnight storage fee x 5).

3.32 Temporary Tear-Off Permits have been used for many years as a temporary solution to permit holders where they have not been able to produce the supporting documentation for a permit application. For example, where the resident has just moved into the borough and cannot produce proof of residency or they are using a courtesy car. Whilst some Temporary Permits are issued free, there are approximately 2,320 such permits charged for annually.

The daily charge of £3 per day was last increased in May 2005 and, in order to cover increased operating costs, an increase to £5 per day is proposed.

3.33 A Doctor’s Parking Permit affords exclusive use of a dedicated Doctor Parking Bay which is provided as close as possible to the Doctor’s surgery. Such Permits cost £150 per annum and were last increased in 2005. To bring this charge in line with charges for Business Permits, which unlike Doctor Parking Permits do not provide exclusive parking, it is proposed to increase the charge to £525 per annum. Alternatively Fuelled Vehicles would qualify for a 75% discount (if the recommendation on Alternatively Fuelled Vehicles set out in paragraph 3.14 of this Report is adopted).

## **4.0 SUMMARY OF MAIN INCREASES**

4.1 Appendix 1 sets out a detailed explanation of the proposed increases. For ease of information, the main charges, with certain increases, are:-

	<b>Now</b>	<b>Proposed</b>
Business Permits (Annual)	£500.00	£525.00
Market Trader Permit (Annual)	£400.00	£420.00
Public Service Permit (Annual)	£250.00	£300.00 - £500.00
Resident Permit (Annual)	£ 60.00	£ 70.00
Resident Permit (2 <sup>nd</sup> Permit)	£ 60.00	£140.00
Resident Visitor Scratchcards (each)	80p	£ 1.00
Contractor Permit (Annual)	£500.00	£525.00
Doctor Permit (Annual)	£150.00	£525.00
Parking Bay Suspensions/Dispensations per day	£ 12.00	£ 15.00

## **5.0 FINANCIAL IMPLICATIONS**

- 5.1 If Cabinet accepts the recommendation and assuming that people continue to use the services at the current rate, this will increase estimated gross income by £1,126,023.
- 5.2. Implementation of the increase in charges/revised conditions will involve the following expenditure:-

- Reprint of Permit Application Forms £12,000
- Public Notice of Variation of Charges in East End Life £ 1,000

## **6.0 PROPOSAL TO LINK PERMIT CHARGES TO VEHICLE EMISSIONS**

- 6.1 Members will be aware of the recent press coverage of Richmond upon Thames' initiative to introduce increased permit charges by size of vehicle (4X4 and "gas guzzlers").
- 6.2 Whereas the press coverage suggested that this was a proposal that Richmond was about to implement, in fact, it is something on which that the Council is just starting a wide ranging consultation.
- 6.3 Richmond are proposing to link its charges for resident's permits to the tax bands for vehicle excise duty (i.e. the charge that motorists pay for their annual tax disc). These tax bands relate to the vehicle's carbon dioxide (CO2) emissions per kilometre driven.
- 6.4 CO2 is of course the most important of the greenhouse gases that contribute to climate change. However because vehicle CO2 emissions data is not available for all vehicles (only for those registered after 1 March 2001), it is necessary to find another way of including older vehicles in a scheme that links permit charges to CO2 emissions. Engine size is the most obvious way of doing this albeit this lacks the precision of actually using CO2 emissions data.

6.5 Appendix 3 explains the tax bands, how these relate to CO2 emission levels and gives examples of the type of vehicles falling into each category. It also explains how Richmond propose to deal with older vehicles by engine size.

6.6 The following table gives an example of how a similar scheme might operate in Tower Hamlets in respect of residents' permits. In this proposal the 75% discount for alternatively fuelled vehicles is retained as is the proposed price of £70 for the first permit (taking effect at Band C). Permit prices are then increased at the same rate as vehicle excise duty.

<b>Tax group</b>	<b>Emissions CO2 g/Km</b>	<b>Tax rate (petrol cars)</b>	<b>% of group in Tower Hamlets</b>	<b>Number of Residents Permits</b>	<b>Possible Permit Charge</b>
A	100 or less	£ -	0%		£ -
B	101-120	£ 40	2%	452	£ 18
C	121-150	£ 100	20%	4538	£ 70
D	151-165	£ 125	19%	4210	£ 95
E	166-185	£ 150	17%	3915	£ 120
F	186-224	£ 190	23%	5326	£ 160
G	over 225	£ 210	19%	4227	£ 180
<b>Totals</b>			100%	22668	

6.7 In drawing up this example it has been necessary to extrapolate from vehicle registration data held at DVLA for vehicles registered after 1 March 2001 and assume that this pattern would generally be applicable to older vehicles as well. If these assumptions are correct a scheme based on the charges indicated would result in additional income of £1,213,500 in a full year.

6.8 Any significant change to the Council's permit schemes would require amendments to the relevant orders which (given that there would likely be a significant volume of objections) would delay the implementation of revised schemes/new charges.

6.9 It is therefore proposed that the current firm proposals for permit charges be agreed for implementation on (or around) 1 April 2007, and that officers be requested to draw up proposals for linking permit charges (including business permits) to CO2 emissions/engine size for full consultation with all sections of the local community.

## **7.0 CONCLUSION**

- 7.1 Changes are recommended to a number of parking charges to take account of inflation, the need to rationalise charges and to ensure that the charges operated by the Parking Service continue to support the Council's environmental, social and economic wellbeing, climate change reduction, health, transport and parking policies.
- 7.2 It is proposed that in future, some permit charges could be set on a sliding scale relative to vehicle emissions. A consultation exercise on such a scheme is proposed.

## **8.0 COMMENTS OF THE CHIEF FINANCIAL OFFICER**

- 8.1 This report proposes increases to parking and associated charges with effect from the 1<sup>st</sup> April 2007. Parking Services charges were last increased on the 1<sup>st</sup> May 2005. In determining parking charges, the Council has an obligation to ensure that they are set a level that will deter unnecessary car usage and assist the Local Authority in improving the environment within its area.

However, Members should also be mindful that in accordance with the Road Traffic Act 1991 they do not see revenue raising as a primary objective of its on-street parking services and that any revenue raised is spent appropriately.

- 8.2 If Cabinet agree to the increased tariff charges set out in paragraphs 3.14 – 3.32, increased income arising from the proposals is estimated at £1.126m in a full year. Further proposals as outlined in paragraph 6 to link permit charges to vehicle emissions if agreed, could result in a further £1.2m fee income being achieved.
- 8.3 If Cabinet agrees to the proposed increases, additional income will accrue to the Parking Services Account in 2007/2008.

## **9.0 CONCURRENT REPORT OF THE ASSISTANT CHIEF EXECUTIVE (LEGAL SERVICES)**

- 9.1 The Road Traffic Regulation Act 1984 (as amended) allows the Council by order to designate parking places on highways in their area for vehicles or vehicles of any class specified in the order; and the Authority may make charges for vehicles left in a parking place so designated. Further, the Act allows the Council to provide and charge for off-street parking.

- 9.2 Where the Council is considering making or amending a Traffic Management Order then before doing so, the Council must undertake the statutory consultation and then consider the representations made.

## **10.0 EQUAL OPPORTUNITIES IMPLICATIONS**

- 10.1 The operation of any type of controlled parking is based on the principle of an equitable and accessible service for all.

The current and proposed service and charges are based on factors such as safety, reasonable circulation space, good vehicular flow and emergency access and are intended to provide a balanced and equitable service.

## **11.0 ANTI-POVERTY IMPLICATIONS**

- 11.1 The aims and objectives of Parking are to rationalise parking in the Borough, reducing or preventing commuter parking and ensuring the parking supply will be available to local people and businesses and their visitors. This should increase the access to job opportunities, and will complement regeneration initiatives to create employment.

## **12.0 SUSTAINABLE ACTION FOR A GREENER ENVIRONMENT**

- 12.1 Restraint of parking is one of the most effective controls that local authorities have in directly affecting the impact of traffic levels on local environment and public safety.

Anticipated benefits are improved safety, reduced impact of excessive numbers of parked vehicles and a reduction in environmental damage caused by vehicle exhaust pollutants and noise.

## **13.0 RISK MANAGEMENT IMPLICATIONS**

- 13.1 The business of parking is largely about striking the right balance between competing demands for parking: between residents, businesses, visitors and meeting the special needs of people with disabilities.

The pricing mechanism can assist in reducing the demand for parking and in achieving corporate goals for reductions in car usage with the concurrent benefits of reduced air pollution and noise.

Setting charges at the wrong level can result in over or under achievement of the Council's Transport and Parking objectives.

By reviewing parking charges in the round, by comparing the proposed charges to those operating in neighbouring boroughs, and by seeking to rationalise charges, these risks are kept to a minimum.

## **14.0 EFFICIENCY STATEMENT**

14.1 There are no clear efficiencies arising from this report. Some charges are rationalised and some charges (e.g. for joining the Tower Hamlets Disabled Persons Permit Scheme) are abolished where the cost of collecting the charge is greater than the charge itself.

### **Appendices**

- Appendix 1 - Existing and recommended fees and charges for parking and parking related services.
- Appendix 2 - Comparative costs (other London Boroughs).
- Appendix 3 - Proposal to link permit charges to CO2 emissions.

**DIRECTORATE OF ENVIRONMENT AND CULTURE**

**APPENDIX 1**

**EXISTING AND RECOMMENDED FEES AND CHARGES FOR PARKING & PARKING RELATED SERVICES**

SERVICE	1/5/2005 VALUE £	PROPOSED CHARGE FROM 01/04/07 £	
		Conventional	Alternatively Fuelled
<b>Business Permits</b>			
- 3 month	200	220	55
- 6 month	300	325	80
- 1 year	500	525	130
<b>Multiple Business Permit</b>			
-1st permit (p.a.)	500	525	130
-2 to 5 permits (each permit) (p.a.)	200	525	130
- more than 5 permits (each permit) (p.a.)	350	525	130
<b>Market Trader Permit</b>			
- 3 month	150	157	40
- 6 month	250	260	65
- 1 year	400	420	105
- Daily permit/scratchcard (per book of five) [*Introduced January 2007]	*25	25	-
<b>Public Service Permit (on-street)</b>			
- 6 month	150	200	50
- 12 month	250	Vehicle Specific 300 For Pool Vehicles 500	75  125

SERVICE	1/5/2005 VALUE £	PROPOSED CHARGE FROM 01/04/07 £	
		Conventional	Alternatively Fuelled
<b>Contractor Parking Permit</b>			
- 3 month	*200	220	55
- 6 month	*300	325	80
- 12 month	*500	525	130
- 1 week [*Introduced January 2007]	*25	25	-
<b>Doctor's Permit</b>	150	525	130
<b>Waiting and Loading Restriction Dispensation</b> (per certificate)	12	15	N/A
Free on first day whilst moving into or out of the Borough	FREE	FREE	N/A
<b>Bay Suspensions</b> all suspension payments to be made in advance except film industry			
- 1st Bay on 1st day	65	65	N/A
- daily charge per bay after 1st day	12	15	N/A
- free on first day whilst moving into or out of the Borough	FREE	FREE	N/A
<b>Visitor's Scratch Card Permits</b>			
- per book of ten (carers)	FREE	FREE	N/A
- per book of ten (OAP)	FREE	10	N/A
- per book of ten (residents)	8	10	N/A
- per book of ten (public service)	30	35	N/A
<b>Resident's Permits</b>			
- resident's permit (1st permit)	60	70	18



<b>SERVICE</b>	<b>1/5/2005 VALUE</b> £	<b>PROPOSED CHARGE FROM 01/04/07</b> £	
- resident's permit (2 <sup>nd</sup> permit)	60	140	35
- resident's permit (3 <sup>rd</sup> and subsequent)	250	280	70
- resident's motorcycle (annual only)	15	15	
<b>Short Stay Parking (per hour)*</b>			
- west side of Borough	3.50	3.50	
- east side of Borough	2.00	2.00	
- Roman Rd (off street P&D)	1.80	1.80	
- Watney Market Car Park	1.75	2.00	
Cease acceptance of 5p coin	N/A	N/A	
<b>Abandoned vehicles</b>			
- surrender admin. fee	FREE	FREE	
<b>Motorcycle Permit (annual)</b>			
- resident	15	15	
<b>Skips</b>			
- in any permit bay per day	£4/day for first 10 days then £15/day for 11 <sup>th</sup> day onwards.	£15/day regardless of period or type of bay	
- pay bays per day	£15/day regardless of period	£15/day regardless of period or type of bay	
<b>Traffic Management Orders</b> (costs of making/amending orders including preparation, advertising and implementing)	2300	2400	
- permanent for car free developments	120	125	
<b>All categories of permits</b>			
- amendment or replacement charges	5	5	

<b>SERVICE</b>	<b>1/5/2005 VALUE</b> £	<b>PROPOSED CHARGE FROM 01/04/07</b> £
- surrender and refund admin. charges	25	0  (subject to a minimum refund of £10)
- discount for purchase of annual permit by post, Internet or by telephone through the Customer Contact Centre.	-5	0
-Temporary Tear Off Permits	3/day	5/day
Replacement Disabled Person's Clock	50	50
Replacement Disabled Freedom Pass	10	10
Fee for find and restoring stolen vehicles	100	125

## COMPARATIVE COSTS

## APPENDIX 2

This table shows comparative costs for headline parking in other London Boroughs.

<b>Authority</b>	<b>Resident Permit</b>	<b>Business Permit</b>	<b>Pay&amp;Display Charge Per Hour</b>	<b>Suspension Charge Per Bay/Day</b>
Tower Hamlets	£60 per annum	£500 per annum	£2.00 - £3.50*	£12.00
Camden	£90 per annum	£190 - £750 per annum	£0.80 - £4.80*	£10.00 - £30.00 *
Corporation of London	£740 (no on-street facilities)	N/A	£4.00	£20.00
Greenwich	£15 - £50 per annum *	£15 - £130 per annum*	£0.60 - £2.20*	£15.00
Hackney	£80 per annum	£320 - £800 per annum *	£1.20 - £4.00*	£12.00 - £23.00 *
Hammersmith & Fulham	£95 per annum	£660 for 1 <sup>st</sup> permit, £1,050 addt. permits	£1.60	£25.00
Haringey	£25 per annum	£300 -£400 per annum	£1.20 - £2.00	£12.00
Islington	£95.00 per annum	£600 per annum	£2.00 - £3.60*	£15.00
Kensington & Chelsea	£111 per annum	No on-street facilities	£0.50 - £3.00*	£20.00
Lambeth	£50 - £60 per annum *	£495 per annum	£2.00	£40.00
Lewisham	£30 per annum	£300 per annum	£0.60 - £0.80	£10.00
Newham	£15 per annum	£200 per annum	£0.60	£ 5.25
Southwark	£84 per annum	£280 per annum	£1.20 - £3.60	£12.00
Waltham Forest	£30 per annum	£315 per annum	£0.40 - £0.60	£ 5.00
Wandsworth	£66 per annum	£480 per annum	£0.60 - £1.20	£15.00
Westminster	£110 per annum	No on-street facilities	£1.50 - £4.00*	£10.00 - £40.00 *

\* Depending on area.

**PROPOSAL TO LINK PERMIT CHARGES TO CO2 EMISSIONS**

**APPENDIX 3**

Band	CO2 g/Km	Proposed Charge for Resident Permit (Tower H)	Examples of Typical Cars (Petrol)	Examples of Typical Cars (Diesel)
A	Up to 100	No Charge	1.Honda Insight petrol electric hybrid	1.Smart diesel
B	101-120	No Charge	1.Toyota Prius 1.5 litre petrol-electric hybrid 2.Smart car 0.7 litre petrol 3.Peugeot 107 1.0 (65 bhp) Hatchback 4.Citroen C1 1.0i Hatchback petrol 5.Honda Civic 4 door IMA Executive Saloon petrol/electric	1.Citroen C2 1.4 litre diesel 2. Ford Fiesta 1.4 diesel 3.Vauxhall Corsa 1.3CDTi 16v SXI 5 door hatchback diesel 4.Renault Megane dCi 106 5 Speed hatchback diesel 5.Fiat New Panda 1.3 16v Multijet Hatchback diesel 6.Renault Clio van SL15dCI 70 Euro IV
C	121-150 (+Pre-2001 cars less than 1549cc)	£70	1.Fiat Panda 1.2 petrol 2.Ford KA 1.3 petrol 3.Toyota Yaris 1.0 VVT-I Hatchback 4.Mitsubishi Colt 1.5 Manual hatchback petrol 5. Hyundai Getz 1.1 Hatchback petrol	1.VW Golf 1.9 TDI diesel 2.Ford Focus 1.8 TDCI diesel hatchback 3.Jaguar X-type 2.0 diesel saloon 4.Mazda Mazda3 1.6 TD 4/5 Door Saloon/Hatchback diesel 5.Skoda New Octavia 1.9 TDI PD 6.Renault Kangoo Van SL19dci 85
D	151-165	£95	1.MINI One hatchback 1.6 petrol, manual 2.Ford Fiesta 1.6i petrol 3.Peugeot 307 1.4 petrol 4.Nissan Micra 1.4 3/5 door Hatchback	1.VW Passat estate 1.9 TDI diesel 2.Audi A4 Avant S 1.9 TDI (115 PS) Estate diesel 3.BMW 3 Series E90/E91 320d Saloon diesel 4.Honda Accord Tourer 2.2 I-CTDi Executive

			petrol 5.Skoda Fabia 1.4 16v Sport Hatchback petrol 6. Renault Kangoo Van SL16 P75Estate diesel	5.SAAB 9-3 4 Door 1.9 TDI 8V 120hp Saloon diesel
E	166-185 (+Pre-2001 cars 1549cc- 3000cc)	£120	1.Ford Mondeo saloon 1.8i petrol 2.Vauxhall Vectra 1.8 petrol saloon 3.Rover 75 1.8 petrol saloon 4.Toyota Avensis 1.8 petrol saloon/hatchback 5.Honda civic 5 Door Type S 2.0 VSA Hatchback petrol	1.Mazda5 2.0 TD (110ps &143ps) MPV diesel 2.Skoda New Octavia 2.0 TDI PD Sport DSG Estate diesel 3.BMW 3 Series E90/E91 330d Touring Saloon diesel 4.Jaguar S-Type 2.7l Diesel saloon 5.Mercedes-Benz C Class (f/Lift) C200 CDISaloon diesel
F	186-224	£160	1.Toyota RAV4 2.0 litre petrol 2.Audi A4 1.6 petrol 3.Mazda MX5 2.0 petrol 4.Corvette C6 Z06 7.0 – V8 Coupe petrol 5.Nissan X-Trail 2.5 4x4 petrol 6.Mercedes-Benz Viano 3.5 High Roof MPV 7.Volkswagen C.V Caravelle (SE,Executive) 235	1.Land Rover Freelander 2.0 diesel 2.BMW 5 series estate 3.0 diesel 3.Volvo V70 D5 AWD Estate diesel 4.Audi A4 S 3.0 VS TDI Tiptronic Quattro 204 Saloon diesel 5.Fiat Croma 2.4 20v Multijet 200 Estate diesel
G	Over 225 (+Pre-2001 cars greater than 3000cc)	£180	1.Jaguar X type 2.0 petrol saloon auto 2.Porsche 911 Carrera Coupe 3.6 litre petrol 3.Renault Espace 2 litre petrol 4.BMW X5 4.8 litre petrol 5.Range Rover 4.4 V* petrol auto	