



## CABINET

**Subject Heading:**

**Removal of Parking Related Covid19 Support Measures**

**Cabinet Member:**

**Councillor Barry Mugglestone**

**SLT Lead:**

**Barry Francis**

**Director of Neighbourhoods**

**Report Author and contact details:**

**Jo Green**

**Parking Manager**

[jo.green@havering.gov.uk](mailto:jo.green@havering.gov.uk)

**01708 432913**

**Policy context:**

***Parking Strategy and Parking Operational Plan***

**Financial summary:**

***Removal of the Covid19 parking related support measures will reinstate income streams that were impacted as a result of the measures introduced. It is estimated this will be in the region of £1.000m per full financial year***

**Is this a Key Decision?**

***Yes. Significant effect on two or more Wards***

When should this matter be reviewed?

*Annually*

Reviewing OSC:

Places Overview & Scrutiny Sub  
Committee

**The subject matter of this report deals with the following Council Objectives**

Communities making Havering  
Places making Havering  
Opportunities making Havering  
Connections making Havering

**SUMMARY**

As part of the Councils response to the Covid19 pandemic, and the support to help recovery, a decision was made on 14<sup>th</sup> October 2020 to offer one hour free parking at all on-street Pay & Display locations in the borough. At the same time a further decision was made to offer a 20% discount in all Council car parks where payment is made via the cashless payment service (smart phone app).

The report can be viewed at the following link: [Decision - Paid for parking charges and Havering Hero permit | The London Borough Of Havering.](#)

The decisions to remove or reduce parking charges were made to support residents, businesses, visitors and key workers during and recovering from the consequence of the Covid-19 pandemic. As there are no longer any Covid19 restrictions in place this reports seeks to revert back to business as usual, pre Covid19.

**RECOMMENDATIONS**

It is recommended that the following measures are removed:

- The removal of the 20% discount in all Council Car Parks where payment is made via the cashless app;
- The removal of the one hour free on-street parking at all Pay & Display locations borough wide;
- To resume a charge of £1.50 for 0-1 hour parking at all on-street Pay & Display locations (which is consistent with pre-existing levels and car park tariffs).

## **REPORT DETAIL**

Parking management is an important public service, which provides benefits to residents and businesses, motorists and the wider community. Those benefits include

- Contributing and supporting wider transport objectives such as reducing congestion, network efficiency.
- Encouraging active travel (walking and cycling) and public transport use
- Road safety
- Improving air quality and contributing to the Councils response to address climate change
- and helping to ensure access to goods and services. This is vital to ensure “turnover” in areas close to shops and availability to parking to support local traders

It is therefore important to re-establish normal paid for parking arrangements. This will help discourage short car journeys which contribute negatively to climate change and to free up valuable parking places to support local businesses with passing trade.

Provision for those who need to drive is maintained and Blue Badge holders will continue to be able to park free of charge (for up to three hours) in Council car parks and parking bays (as well as disabled bays and on yellow lines)

## **REASONS AND OPTIONS**

The reasons setting out the decision are explained above.

Analysis has shown that parking (and driver behaviour) patterns have not returned to pre pandemic levels. The Council’s data shows that approximately one million on-street parking sessions were activated (either utilising the free one hour or paying for parking for over one hour and up to 3 hour sessions) in 2021/22. The removal of the free hour will likely lead to a reduction in parking sessions overall and for the purposes of analysis a figure of 30-40% reduction is assumed.

Now that the vast majority of payment received for parking is made via the cashless app (over 75%) many residents are now familiar with the app and use it regularly. Accordingly, it is not expected that the removal of the 20% discount in car parks for using the app will lead to any appreciable difference to the levels of use.

Appendix A (attached to this report) summarises the analysis and forecast financial impact as a result of this decision.

In summary it is forecast that £1.000m income per full financial year will be reinstated to the parking account as a result of removing the covid19 support measures

**Reasons for the decision:**

The Council needs to re-establish paid for parking in order to move back to Business as Usual with the removal of Covid restrictions and a return to normal daily life.

**Other options considered:**

To continue the one-hour free on-street parking and 20% discount. This option is not contributing positively to Climate Change or encouraging active travel. These options were introduced in order to support residents and businesses during Covid-19 and were made at a time when the use of public transport was advised against, except for essential business / travel. It is no longer considered necessary with the removal of all Covid restrictions.

**IMPLICATIONS AND RISKS**

**Financial implications and risks:**

The financial risk to the Council so far this year is significant due to the impact of free parking currently offered across the borough.

There has been a significant impact on revenue ordinarily achieved through the Parking account which will continue to be monitored and tracked going forward. Government funding for the financial impacts of COVID 19 have stopped.

It is anticipated that an increase in income of up to £0.771m in a full year could be achieved if we assume a return to a charge of £1.50 for 0-1hour parking, on-street, with a 40% reduction in transactions, based on transactions to end June 2022 for this financial year.

Based on current data and pricing arrangement, including the 20% discount, it is estimated the Council would receive £1.2m in income from cashless transactions per full year. Therefore by removing the 20% discount from car park cashless transactions we would expect to see a further increase in income of £0.240m per full year.

**Legal implications and risks:**

The Council as Highway and Traffic Authority has the power to restrict and regulate traffic under the Road Traffic Regulation Act 1984 ("RTRA 1984"). The RTRA 1984 includes provision for the variation of off-street and on-street parking charges under sections 35C and 46A respectively.

There is no statutory requirement for the Council to consult on proposals to vary parking charges. However, the Council must publish notice of variation prior to any variation coming into force.

In making a variation to parking charges the Council should ensure that the statutory procedures set out in Part V of the Local Authorities Traffic Orders (Procedure) (England & Wales) Regulations 1996 (SI 1996/2489) are complied with.

Section 122 RTRA 1984 imposes a general duty on local authorities when exercising functions under the RTRA. It provides, insofar as is material, to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway. This statutory duty must be balanced with any concerns received over the implementation of the proposals.

**Human Resources implications and risks:**

There are no HR implications or risks arising directly as a result of this decision.

**Equalities implications and risks:**

The Public Sector Equality Duty (PSED) under section 149 of the Equality Act 2010 requires the Council, when exercising its functions, to have due regard to:

- (i) The need to eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under the Equality Act 2010;
- (ii) The need to advance equality of opportunity between persons who share protected characteristics and those who do not, and;
- (iii) Foster good relations between those who have protected characteristics and those who do not.

Note: 'Protected characteristics' are age, sex, race, disability, sexual orientation, marriage and civil partnerships, religion or belief, pregnancy and maternity and gender reassignment.

The Council is committed to all of the above in the provision, procurement and commissioning of its services, and the employment of its workforce. In addition, the Council is also committed to improving the quality of life and wellbeing for all Havering residents in respect of socio-economics and health determinants.

An EQHIA has not been carried out as these changes will affect all members of the public including those with disabilities or those with additional needs but assurance is given that Disabled persons will not be disadvantaged.

### **Health and Wellbeing implications and Risks**

The council has a statutory duty to keep traffic moving and this must be adhered to. The removal of free short stay parking will discourage some motorists from making short journeys, by car, to local businesses thus contributing to Climate Change.

## **BACKGROUND PAPERS**

On 14<sup>th</sup> October 2020 a decision was made to offer one free parking at all on-street Pay & Display locations. The report can be viewed at [Decision - Paid for parking charges and Havering Hero permit | The London Borough Of Havering](#). The same report detailed a decision to offer a 20% discount in all Council car parks where payment is made via the cashless service.

### **OTHER ITEMS**

**Appendix A.. – On and Off Street Analysis including Cashless (2021/22 and 2022/23)**