

Report of: Cllr Caroline Russell, Cllr Ernestas Jegorovas-Armstrong, Cllr Benali Hamdache

Meeting of: Full Council

Date: 29 February 2024

Ward(s): All

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## Subject: Amendment to the Budget Proposals 2024/25 and Medium-Term Financial Strategy

### 1. Synopsis

- 1.1. This report proposes an amendment to the 'Budget Proposals 2024/25 and Medium-Term Financial Strategy' report on the main agenda with proposed changes to the 2024/25 General Fund (GF) budget and Medium-Term Financial Strategy (MTFS) and to the Housing Revenue Account (HRA) 2024/25.
- 1.2. The proposals ensure the Council makes best use of its parking powers across street parking and HRA parking on estates to support its work addressing fairness and reducing pollution, car use and transport carbon emissions. This approach is set out in the Parking Policy Benchmark Assessment Tool, published by Campaign to Protect Rural England (CPRE) London.
- 1.3. The proposals extend council tax relief to residents on the lowest incomes, by extending the £40 per child allowance in the council tax relief scheme and if agreed, to remove the 2-child maximum. Under this approach each child would be afforded the £40 allowance, rather than just the first two children.
- 1.4. The HRA proposals include a £2.775m Decent Homes Fund over 3 financial years to help bring council homes up to decent homes standard.
- 1.5. The amendment to the budget proposes two studies, including a feasibility study into the potential for introduction of a Workplace Parking Levy and a study into the introduction of fortnightly collection for non-recyclable waste.
- 1.6. There will be an 'Islington's Tutoring Booster' Fund of £0.722m for 2024/25 to support school aged children, especially those with pupil premium and historic groups in Islington with an attainment gap. The fund will enable schools to access the final year of government funding for the National Tutoring Programme. This will reduce disparities between different socio-economic groups within the borough, creating a more equal borough.

- 1.7. The proposals scrap the parking charge levied for residential electric motor bikes permits.
- 1.8. The proposals seek to the grow the council's Income Maximisation team by creating a new part time post.
- 1.9. There will be a parking contingency fund of £0.674m over three years to account for potential variance in parking income projections.
- 1.10. The proposals in this report do not require an amendment to the substantive proposals on the level of Council Tax in 2024/25.
- 1.11. The below tables summarise the proposals costs and income generation:

**Table 1 – Summary of Amendment Proposals – General Fund Impact**

<b>General Fund</b>	<b>2024/25 £m</b>	<b>2025/26 £m</b>	<b>2026/27 £m</b>
Proposal 1	(1.319)	(1.222)	(1.132)
Proposal 2	-	0.990	0.990
Proposal 3	0.112	-	-
Proposal 4	0.722	-	-
Proposal 5	0.112	-	-
Proposal 6	0.002	0.002	0.002
Proposal 7	0.022	0.023	0.023
Proposal 8	0.350	0.208	0.116
<b>Impact on GF</b>	-	-	-

**Table 2 – Summary of Amendment Proposals – HRA Impact**

<b>Housing Revenue Account</b>	<b>2024/25 £m</b>	<b>2025/26 £m</b>	<b>2026/27 £m</b>
Proposal 9	(1.129)	(0.901)	(0.726)
Proposal 10	(0.007)	(0.006)	(0.006)
Proposal 11	1.136	0.908	0.732
<b>Impact on HRA</b>	-	-	-

## 2. Recommendations

- 2.1. It is recommended that the proposals detailed within the 'Amendment to Budget Proposals 2024/25 and Medium-Term Financial Strategy' are agreed as an amendment to the substantive GF and HRA revenue budgets and capital programme contained within the main budget report - 'Budget Proposals 2024/25 and Medium-Term Financial Strategy'.
- 2.2. It is recommended to delegate authority to the Corporate Director of Resources, in consultation with the Executive Member for Finance, Planning and Performance, to make any changes to the GF cash limits and prudential indicators contained within the report 'Budget Proposals 2024/25 and Medium-Term Strategy', as made necessary by any changes agreed after consideration of this report.

- 2.3. **Proposal 1:** To agree to increase all parking permit bands for residents, so that the cheapest band for electric vehicles (EVs) is increased to £150 per year, as recommended in the CPRE London Parking Policy Benchmark Assessment Tool and to agree to apply the 50% increase to the January 2023 prices for all petrol bands plus 7% as the rounded figure for the September 2023 Consumer Price Index inflation rate. This supports the council's transport policy goals on carbon and air pollution reduction by recognising the societal costs of on street parking.
- 2024/25 income generated -£1.319m
  - 2025/26 income generated -£1.222m
  - 2026/27 income generated - £1.132m
- 2.4. **Proposal 2:** Subject to the approval of Proposal 1 above, agree to fund a consultation in 2024/25 to extend the £40 per child allowance in the council tax relief scheme and if agreed, to remove the two-child maximum, to help protect the financial health of eligible households with more than two children.
- 2024/25 Consultation year
  - 2025/26 cost £0.990m
  - 2026/27 cost £0.990m
- 2.5. **Proposal 3:** Subject to the approval of Proposal 1 above, agree to commission a feasibility study into the potential of a Workplace Parking Levy on employers with employee parking within the borough to reduce traffic on the borough's roads.
- 2024/25 cost £0.112m
- 2.6. **Proposal 4:** Subject to the approval of Proposal 1 above, to agree to provide over the next financial year a top-up fund enabling all Islington schools to access government funding for the National Tutoring Programme. This will support pupil premium children and groups in Islington with a persistent attainment gap: SEN, Black Caribbean and White British.
- 2024/25 cost £0.722m
- 2.7. **Proposal 5:** Subject to the approval of Proposal 1 above, the agree to fund a feasibility study into the introduction of fortnightly bin collections across all wards in the borough.
- 2024/25 cost £0.112m
- 2.8. **Proposal 6:** Subject to the approval of Proposal 1 above, to agree to remove the parking charge for electric motorbikes to recognise that e-motorbikes are low carbon transport, to encourage use of electric motorbikes and support the council's transport policy goals on carbon and air pollution reduction.
- 2024/25 cost £0.002m
  - 2025/26 cost £0.002m
  - 2026/27 cost £0.002m
- 2.9. **Proposal 7:** Subject to the approval of Proposal 1 above, to agree to create a part time Income Maximisation Officer post.
- 2024/25 cost £0.022m
  - 2025/26 cost £0.023m

- 2026/27 cost £0.023m
- 2.10. **Proposal 8:** Subject to the approval of Proposal 1 above, to agree to create a parking charges contingency to provide resilience against the risk of reduced income from parking charges.
- 2024/25 cost £0.350m
  - 2025/26 cost £0.208m
  - 2026/27 cost £0.116m
- 2.11. **Proposal 9:** To bring all HRA estate car parking for non-service charge payers in line with pay and display fees across the borough. This will support the council's transport policy goals related to carbon and air pollution reduction.
- 2024/25 income generated -£1.129m
  - 2025/26 income generated -£0.901m
  - 2026/27 income generated -£0.726m
- 2.12. **Proposal 10:** To agree to introduce a parking charge for EVs for rent and service charge payers on HRA estates to best use the available parking space and to address the council's policy goals on fairness, meeting climate, pollution and new build housing targets.
- 2024/25 income generated -£0.007m
  - 2025/26 income generated -£0.006m
  - 2026/27 income generated -£0.006m
- 2.13. **Proposal 11:** Subject to the approval for Proposals 9 and 10 above, agree to create a Decent Homes fund to provide additional funding of £2.775m over three years to support the councils work to provide safe and decent council homes.
- 2024/25 cost £1.136m
  - 2025/26 cost £0.908m
  - 2026/27 cost £0.731m

### 3. Revised General Fund Budget Proposals

- 3.1. **Proposal 1:** To agree to increase all parking permit bands for residents, so that the cheapest band for EVs is increased to £150 per year, as recommended in the CPRE London Parking Policy Benchmark Assessment Tool and to agree to apply the 50% increase to the January 2023 prices for all petrol bands plus 7% as the rounded figure for the September 2023 Consumer Price Index inflation rate. This supports the council's transport policy goals on carbon and air pollution reduction by recognising the societal costs of on street parking.
- 3.2. The introduction of this policy is to recognise the societal harm of on street parking and support the council's policy work to reduce air pollution and carbon emissions from transport by helping reduce car use and ownership in the borough.
- 3.3. The policy includes EVs which like petrol and diesel vehicles contribute to road danger and congestion and health damaging PM2.5 particle pollution from tyre

wear.

- 3.4. In January 2024, the council raised the cheapest non-electric band charge by 50% whilst the most expensive band was increased by 14%. This proposal seeks to apply the same 50% uplift to all bands plus a 7% uplift as the rounded figure for the September 2023 CPI rate so that parking charges reflect the recommendations of the CPRE London Parking Policy Benchmark Assessment Tool as well as the increased inflationary pressures.
- 3.5. As a result of this proposal, the lowest residential parking permit band for EVs will increase from a £100 charge to £150 charge per annum. This represents a 200% increase from the January 2023 prices where the cheapest EV band was £50. Furthermore, this proposal will see the cheapest band for non-electric cars increase from £150 to £160 per annum. This represents an approximately 60% increase from January 2023 prices where the cheapest band for non-electric cars was £100.
- 3.6. Furthermore, it is proposed that the diesel surcharge, which is applied to all diesel cars, to be increased from £220 per year to £240 per year.
- 3.7. This seeks to appropriately value kerbside public realm and encourage more environmentally friendly and less polluting methods of travel along with enabling community focussed uses of our streets.
- 3.8. The council budget proposal does not include an increase in parking permit fees in line with the CPRE London Parking Policy Benchmark Assessment Tool. Based on current trends for residential permit sales, this would provide surplus income to the Council of -£1.319m in 2024/25. This is assuming a 15% shift to lower bands as motorist behaviour changes in line with the new policy each year.
- 3.9. Any additional income from this new policy will be used for transport related council activities as governed by the Road Traffic Regulation Act 1984.
- 3.10. **Proposal 2: Subject to the approval of Proposal 1 above, agree to fund a consultation in 2024/25 to extend the £40 per child allowance in the council tax relief scheme and if agreed, to remove the two-child maximum, to help protect the financial health of eligible households with more than two children.**
- 3.11. The current council tax relief scheme (CTS) includes seven bands taking into account net earnings, benefits received and number of children. Bands 3-7 provide support based on earnings and include personal allowances for couples and children. For example, a single person earning less than £25 per week, a household with 1 child earning less than £65 per week, and a household with two or more children earning £105 per week will all be in Band 3 under the current CTS scheme. The current bands and allowances are set out in **Table 3** below:

**Table 3: Council Tax Relief Scheme Bands and Allowances**

Band	Weekly Earnings	Couple addition	1 child addition	2+ child addition	Discount
	Single				
1	Passported and £0 earnings	Passported	Passported	Passported	100%
2	£0 earnings	£0 earnings	£0 earnings	£0 earnings	95%
3	£1-£25	£40	£40	£80	85%
4	£25-£80	£40	£40	£80	75%
5	£80-£120	£40	£40	£80	65%
6	£120-£160	£40	£40	£80	50%
7	£160-£200	£40	£40	£80	35%

3.12. This proposal, if agreed, would implement a consultation to extend the £40 per child earnings addition and remove the two-child maximum. This would mean that households with more than two children will receive an additional £40 allowance per child. If agreed, this would provide additional support to households with more than two children and improve the financial health and general wellbeing of residents.

3.13. This proposal is estimated to have a recurring cost of £0.990m per year. If agreed, the proposal would be effective from the beginning of the 2025/26 financial year.

3.14. This proposal will be funded by reallocating GF budgets currently supporting Public Realm following implementation of Proposal 1 above.

3.15. **Proposal 3: Subject to the approval of Proposal 1 above, agree to commission a feasibility study into the potential of a Workplace Parking Levy on employers with employee parking within the borough to reduce traffic on the borough's roads.**

3.16. A Workplace Parking Levy (WPL) is a charge by a local authority on employers with employee parking spaces. A WPL is used to discourage the use of private vehicles to get to work and to raise funding that can be used for transport projects to reduce car use and the associated harm from congestion, air pollution, road danger and physical inactivity.

3.17. This proposal seeks to commission a feasibility study into the potential introduction of a WPL in Islington. Guidance from the Mayor of London on the development of WPLs suggests the undertaking of a parking survey to determine the number of total parking spaces, the type of workplaces that will be affected, and the overall parking context. This scheme includes exemptions for disabled parking bays, such that it does not disadvantage disabled workers.

3.18. This proposal is estimated to have a one-off cost of £0.112m in 2024/25 and will be funded by reallocating GF budgets currently supporting public realm following the implementation of Proposal 1 above.

3.19. **Proposal 4: Subject to the approval of Proposal 1 above, to agree to provide over the next financial year a top-up fund enabling all Islington schools to**

**access government funding for the National Tutoring Programme. This will support pupil premium children and groups in Islington with a persistent attainment gap: SEN, Black Caribbean and White British.**

- 3.20. The National Tutoring Programme (NTP) provides primary and secondary schools with funding to spend on targeted academic support, delivered by trained and experienced tutors and mentors. The programme provides core tutoring funding directly to schools and gives them the freedom to decide how best to provide tutoring to their pupils.
- 3.21. The attainment gap is persistent. To support the council's policy to make Islington a fairer and more equal place, targeted tutoring can make significant difference.
- 3.22. The proposal will seek to provide schools with additional funding to cover 50% of schools tutoring costs. This figure will match the government's contribution of 50% and enable schools to access this funding. It is estimated that this will be a one-off cost to the council £0.722m in 2024/25.
- 3.23. This proposal will be funded by reallocating GF budgets currently supporting Public Realm following implementation of Proposal 1 above.
- 3.24. **Proposal 5: Subject to the approval of Proposal 1 above, the agree to fund a feasibility study into the introduction of fortnightly bin collections across all wards in the borough.**
- 3.25. Over half of London councils now collect non-recyclable waste fortnightly rather than weekly. Local authorities that have made this change have seen an increase in waste being recycled and a reduction in operational costs.
- 3.26. This proposal will allocate one-off funding of £0.112m to commission a feasibility study into introducing fortnightly non-recyclable waste collection in Islington. The study would seek to see what operational and infrastructure changes are required, and whether a localised trial would be necessary first.
- 3.27. This proposal will be funded by reallocating GF budgets currently supporting Public Realm following implementation of Proposal 1 above.
- 3.28. **Proposal 6: Subject to the approval of Proposal 1 above, to agree to remove the parking charge for electric motorbikes to recognise that e-motorbikes are low carbon transport, to encourage use of electric motorbikes and support the council's transport policy goals on carbon and air pollution reduction.**
- 3.29. In 2023, Islington Council introduced parking charges for electric motorbikes. This is despite their status as a more sustainable mode of travel compared to cars or fossil fuel powered vehicles.
- 3.30. These charges raise a nominal amount of income and act to disincentivise a still new and growing mode of travel. This proposal would scrap the charges to encourage greater adoption of electric motorbikes.
- 3.31. It is estimated that the reduction in income will cost the council £0.002m in 2024/25. This proposal will be funded by reallocating GF budgets currently supporting Public Realm following implementation of Proposal 1 above.
- 3.32. **Proposal 7: Subject to the approval of Proposal 1 above, to agree to create a part time Income Maximisation Officer post.**
- 3.33. The council's Income Maximisation Team (iMAX) offers financial and practical

support to residents to help them navigate the welfare system. The team helps ensure that residents are in receipt of all funds they are entitled to, including but not limited to Universal Credit and Pension Credit.

- 3.34. Unclaimed Pension Credit is estimated to be worth £246.5m a year in London alone. Research by Policy in Practice estimates the total amount of unclaimed income-related benefits and social tariffs in the UK is £18.7bn a year.
- 3.35. This proposal seeks to extend the iMAX team to help reach more Islington residents who are not in receipt of the support they are entitled to.
- 3.36. It is estimated that this proposal will cost £0.068m over the three financial years, including a 3% pay award assumption. This proposal will be funded by reallocating GF budgets currently supporting Public Realm following implementation of Proposal 1 above.
- 3.37. **Proposal 8: Subject to the approval of Proposal 1 above, to agree to create a parking charges contingency to provide resilience against the risk of reduced income from parking charges.**
- 3.38. Since the pandemic parking income has remained volatile, with pre-pandemic patterns of travel not resuming.
- 3.39. The 2022/23 Parking Account outturn had a £3.007m shortfall in budgeted income and the Quarter 2 Budget Monitoring report forecasted a £9.094 shortfall in 2023/24.
- 3.40. This proposal seeks to extend the council's contingency budget and provide an additional £0.674m over the three financial years to specifically account for variability in parking income. This additional contingency will help to protect GF budgets from the risks associated from variable parking income. Any underspend
- 3.41. This proposal will be funded by reallocating GF budgets currently supporting Public Realm following implementation of Proposal 1 above.

## 4. Revised Housing Revenue Account Budget Proposals

- 4.1. **Proposal 9: To bring all HRA estate car parking for non-service charge payers in line with Pay and Display fees across the borough. This will support the council's transport policy goals related to carbon and air pollution reduction.**
- 4.2. The introduction of this policy is to support the council's work to reduce air pollution and carbon emissions from transport by helping reduce car use and ownership in the borough and encourage those who commute to do so via public transport.
- 4.3. HRA estate parking bays are currently rented out to non-resident occupiers. People parking vehicles with the largest CO2 emission impact (Band D), currently pay £1,123.20 per annum for a 24/7 estate parking bay space in Islington. This approximately £3 a day or £21.60 per week and significantly below market rates.
- 4.4. The proposal will seek to bring these charges in line with pay and display (P&D) prices in the borough. The lowest cost alternative parking is 10-2pm pay and display typically in areas near tube stations to discourage commuter parking. The policy adds the price of parking in a 10-2pm resident permit area for five days per week, using a P&D Band 1 charge for HRA band A vehicles, and up to P&D Band 7 for the



highest Band D

- 4.5. Therefore, a non-resident occupying a dedicated HRA estate-parking bay with a Band A car will pay £1,839.24 per annum or £5.04 per day or £35.37 per week and a Band D car will pay £5,855.20 per annum or £16.04 per day or £112.60 per week
- 4.6. As result of the introduction of this policy, it had been assumed there will be a 20% reduction in demand per annum, due to the increase in price. Therefore, this will generate £1.129m surplus income in 2024/25 by adding the cost of four hours, five days a week P&D to the current amount charged by the HRA. On the assumption that the policy is successful and fewer people choose to park on Islington estates, this will reduce to £0.901m in 2025/26 and £0.726m in 2026/27.
- 4.7. This policy is in line with the council's overall goals to reduce traffic, air pollution and carbon emissions. If the policy is successful space on estates will be freed up for greenspace or building new homes.
- 4.8. **Proposal 10: To agree to introduce a parking charge for EVs for rent and service charge payers on HRA estates to make best use of the available parking space to address the council's policy goals on fairness, meeting climate, pollution and new build housing targets.**
- 4.9. This proposal will complement the council's public health work introducing low traffic neighbourhoods and reducing health impacts of air pollution through transport policy.
- 4.10. EVs do not emit Nitrogen Dioxide like fossil fuelled cars but still produce health damaging PM2.5 particle pollution from tyre and road wear. Larger, heavier EVs create more PM2.5 particle pollution than smaller vehicles. To support the council's net zero policies, council parking charges should discourage purchase of EVs.
- 4.11. Currently, non-rent and service charge payers are charged at Band A rates (£7.37 a week for a parking space) for parking an EV on an estate. Rent and service charge payers can park an EV on all council estate parking for free.
- 4.12. This proposal seeks to end free parking of EVs for rent and service charge payers and introduce a £150 per year charge. This is expected to raise additional income of £0.019m over the three financial years.
- 4.13. **Proposal 11: Subject to the approval for Proposals 9 and 10 above, agree to create a Decent Homes fund to provide additional funding of £2.775m over three years to support the councils work to provide safe and decent council homes.**
- 4.14. The government relaunched its review of the Decent Homes Standard in June 2023. The bolstering of the standard and the introduction of Awaab's Law will introduce new obligations on councils on the quality and maintenance of council homes.
- 4.15. These obligations will create a substantial financial challenge for Islington Council, with many homes not currently meeting the standard.
- 4.16. These proposals create a £2.775m fund to work towards increasing the number of Islington homes that do meet the standard.
- 4.17. This proposal will be funded by the additional income generated within the HRA following the implementation of Proposals 9 and 10 above.

## 5. Implications

### Financial Implications

5.1. Financial implications are detailed in Section 3 and Section 4 of the report.

### Comments from the Section 151 Officer

5.2. The Council when determining the Budget and thereby the level of Council Tax must take into account the report of its Section 151 Officer. The report must comment on the robustness of the estimates included in the budget and parallel consideration on the adequacy of the Council's proposed reserves. This section of the report includes consideration of these specific areas and enables the authority to discharge its duty to take account of the statutory report under section 25(2). These comments are provided in addition to those in the substantive report 'Budget Proposals 2024/25 and Medium-Term Financial Strategy' and relate to the proposals within the Opposition Budget.

5.3. It is the opinion of the Section 151 Officer that the estimates for 2024/25 have been prepared on a robust basis. The funding of proposals in this budget report are reliant on Proposal 1 and 9 being agreed that would allow for the release of funding to fund Proposals 2 to 11 on a balanced budget basis. However, there have been significant challenges in income budgets in 2023/24, with parking income particularly affected by under recovery of income. Any ongoing impact of this pressure will impact the Budget Amendment 2024/25 and further uncertainties, for instance on the level of service demand, will need to be covered by corporate contingency. The Budget Amendment includes a Parking Income contingency of £0.350m in 2024/25 financial year. Any parking income pressure which exceeds this contingency will need to be covered by the £5m general contingency included in the MTFS and the ongoing pressure will impact the council's budget over the medium-term.

5.4. The Section 151 Officer is required to report to the authority, when it is making the statutory calculations required to determine its council tax, on the estimates included in the budget and the adequacy of the reserves the budget provides for. The level of general balances is set in the context of the prevailing financial climate within local government, the level of risk facing the authority and the sustained improvement in our financial standing in recent years.

### 5.5. Legal Implications

5.6. In considering whether to adopt the amendments to the budget proposals contained within this report, members should have regard to the considerations set out in the main budget report.

#### Proposal 1

5.7. The Council has discretion as to the charges it fixes for annual parking permits (section 46 of the Road Traffic Regulations Act (1984 Act)). In exercising its power to charge, the Council must have regard to Section 122 of the 1984 Act, which imposes a duty on the council to exercise its power to charge 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.

- 5.8. Further, in setting charges, the council must have regard to the Mayor of London's Transport Strategy (sections 142 and 144(1)(a) Greater London Authority Act 1999). That strategy emphasises the importance of reducing car use and encouraging cycling, walking and use of public transport.
- 5.9. Surplus income arising the proposed increase in the charges for parking permits may only be used for the purposes of off street car parking, public passenger transport services, highway or road improvement, maintenance of roads, environmental improvement and anything which facilitates the implementation of the London transport strategy.

### **Proposal 2**

- 5.10. Local authorities are given the powers and flexibility to amend certain council tax discounts under the Local Government Finance Act 1992. Section 13A (2) of the Act requires the council to make a scheme specifying the reductions applicable to council tax payable by persons, or classes of persons, who the council considers in financial need. Under this council tax reduction scheme, residents can make a request for an amount of council tax to be reduced or written off. The award is discretionary; all claims are to be considered on an individual basis.
- 5.11. Schedule 1A of the Act sets out matters to be considered in the revision of the council's council tax reduction scheme. The council must decide in each financial year whether to revise or replace its scheme. If this revision has the effect of reducing/ removing a reduction to which any persons, or classes of persons, is entitled, then the revision must include transitional provision relating to that reduction at the council's discretion. [Schedule 1A paragraph 5(4)].

### **Proposal 3**

- 5.12. The power for the council to establish and implement a Work Place Parking Levy scheme within the borough is set out in s296 and Schedule 24 of the Greater London Authority Act 1999.
- 5.13. Schedule 24 allows a borough (or two or more boroughs) or TfL to operate a WPL scheme in their area for which they will be known as the Licensing Authority (a TfL scheme and a Council scheme cannot operate concurrently). It then allows the Licensing Authority to levy a charge on the occupier of premises (typically the employer) for the number of places they provide that are occupied by employers, employees etc.
- 5.14. A WPL is possible if it is put in place for the "purpose of directly or indirectly facilitating the implementation of any policies or proposals set out in the Mayor's Transport Strategy". Proposal 23 of the Mayor's Transport Strategy addresses WPLs.

### **Proposal 4**

- 5.15. The Council has power to provide, subject to available resources, a top-up fund enabling Islington's schools to access government funding for the National Tutoring

Programme.

#### **Proposal 5**

5.16. The Council has power to commission, subject to available resources, a feasibility study introducing fortnightly non-recyclable waste collection in Islington.

#### **Proposal 6**

5.17. Section 32 of the Road Traffic Regulation Act 1984 enables the council to make an order providing for on street parking places for vehicles. The power to charge for on street parking is contained in section 35 of the 1984 Act. The Council has a discretion as to the level of charges.

#### **Proposal 7**

5.18. The Council has power to create, subject to available resources, a part time Income Maximisation Officer post.

#### **Proposal 8**

5.19. The Council's power to charge for on street parking is contained in section 35 of the Road Traffic Regulation Act 1984. The Council has a discretion as to the level of charges.

#### **Proposal 9**

5.20. The Council has a discretion to bring all HRA estate car parking for non-service charge payers in line with Pay and Display fees across the borough. The policy must be informed by an Equalities Impact Assessment to determine the impacts on non-service charge payers with protected characteristics.

#### **Proposal 10**

5.21. Under Section 105 of the Housing Act 1985, the Council has a statutory obligation to consult with its secure tenants on matters of housing management. A full Equalities Impact Assessment must be completed to determine the impacts of the policy on rent and service charge payers with protected characteristics.

#### **Proposal 11**

5.22. The monies generated within the Housing Revenue Account would be ringfenced and would remain to be spent within the HRA.

## 5.23. Environmental Implications and contribution to achieving a net zero carbon Islington by 2030

5.24. The GF and HRA parking charges act as a mechanism to influence behaviour of residents which can result in both positive and negative environmental implications.

5.25. In the proposed amendments it remains cheaper to park an EV than a petrol or diesel vehicle which may encourage the use of EVs. However, the increase to EV permit charges acknowledges the environmental impact with EVs have, which may encourage the shift from EVs to active travel and public transport.

- **Proposal 1:** The proposed increase to parking charges for EVs would likely have negative environmental implications, discouraging the shift from petrol and diesel vehicles to electric. Whereas there are air pollution and societal impacts from any vehicle use in the borough, accelerating the shift to EVs is critical to Islington's ambitions to reduce carbon emissions. The proposed application of a 50% increase plus 7% inflation for all petrol bands would likely have positive environmental implications encouraging the shift to active travel, public transport and to electric vehicles.
- **Proposal 6:** The removal of parking charges for electric motorbikes will likely have positive environmental implications encouraging the shift from petrol and diesel vehicles to electric.
- **Proposal 9:** Bringing all HRA estate car parking for non-service charge payers in line with pay and display fees will likely have positive environmental implications encouraging the shift from petrol and diesel vehicles to active travel, public transport and to electric vehicles.
- **Proposal 10:** Bringing all HRA estate car parking for non-service charge payers, for petrol and diesel cars, in line with pay and display fees will likely have positive environmental implications encouraging the shift from petrol and diesel vehicles to active travel, public transport and to electric vehicles.

5.26. A study into a Workplace Parking levy is likely to have neutral environmental implications, however, the results from the study may result in the introduction of a WPL which will discourage the use of private vehicles in the borough and support the council's Net Zero Carbon and Transport strategies. The ambition to 'Explore the introduction of a workplace parking levy to encourage people to commute into the borough by public transport, walking and cycling rather than by private car' is described in Islington's transport strategy. The council notes the successful implementation of such a scheme in Nottingham.

5.27. A decent homes fund will allow the service to conduct more repairs and install new safety features in council home. This could potentially have positive environmental implications if the fund is used to install energy efficiency measures that reduce the carbon emissions associated with housing.

5.28. The proposal to fund a feasibility study into the introduction of fortnightly bin collections is likely to have neutral environmental implications, however the results from the study may result in changes to bin collections which would likely have both

positive and negative environmental implications. Potentially leading changes to recycling rates and fly tipping.

5.29. The other proposals are not associated with any environmental implications.

### **5.30. Equalities Impact Assessment**

5.31. The council must, in the exercise of its functions, have due regard to the need to eliminate discrimination, harassment and victimisation, and to advance equality of opportunity, and foster good relations, between those who share a relevant protected characteristic and those who do not share it (section 149 Equality Act 2010). The council has a duty to have due regard to the need to remove or minimise disadvantages, take steps to meet needs, in particular steps to take account of disabled persons' disabilities, and encourage people to participate in public life. The council must have due regard to the need to tackle prejudice and promote understanding.

5.32. An Equalities Impact Assessment (EQIA) of the 2024/25 budget is set out at Appendix G to the 'Budget Proposals 2024/25 and Medium-Term Financial Strategy' report. It is supplemented by detailed EQIAs of major proposals at departmental level. These demonstrate that the Council has met its duties under the Equality Act 2010 and the Child Poverty Act 2010.

5.33. The proposed amendments included in this report are expected to have equalities impacts (outlined below). Full EQIAs for the proposals would be required, subject to the agreement of the proposals, to assess the equalities impact and to identify mitigations against any negative impacts.

#### **Proposal 1**

5.34. Increase in parking permits bands will have an impact on residents, particularly those that own cars and are struggling financially in the current climate. An equalities screening tool should be completed to consider the impact on disabled residents, older residents, and people who are pregnant or new parents, as these groups may be more reliant on cars. The screening tool should also consider the impact on people who are experiencing financial hardship.

5.35. The reinvestment of any funds would have positive impacts on some groups, but these would need to be considered in a more detailed equality impact assessment to allow for a full consideration of the impact.

#### **Proposal 2**

5.36. This proposal would help families, particularly families with more than 2 children, on low incomes and those burdened with debt to pay nothing towards their council tax bill.

#### **Proposal 3**

5.37. The introduction of a Workplace Parking Levy would impact people who work in Islington, particularly lower-paid workers and those who rely on cars for their work. An equalities screening tool should be completed to consider the impact on disabled

and older residents who are in work, and on lower-paid workers in sectors which require a car (for example, this could include health and social care).

#### **Proposal 4**

5.38. The proposed increase in targeted academic support would benefit children from low-income households and care-experienced young people. It would also have a positive impact on the protected characteristics of age and race and ethnicity (pupil premium includes children whose families have no recourse to public funds).

#### **Proposal 5**

5.39. The proposal to conduct a study into fortnightly bin collections is not associated with any negative equalities implications. If the study investigates the potential equalities implications of introducing a fortnightly bin collection this could help identify mitigations against any negative equalities impact.

#### **Proposal 6**

5.40. The proposed removal a charge for electric bikes would benefit residents who rely on electric bikes. It is not associated with any negative equalities impact.

#### **Proposal 7**

5.41. A part time post could benefit people who need flexible working arrangements such as those with disabilities or care responsibilities. Additional resources for the iMAX service could also help those with low incomes access funding.

#### **Proposal 8**

5.42. The proposed contingency for parking charges income is not associated with any negative equalities impact.

#### **Proposal 9**

5.43. The proposed increase in HRA estate parking charges for non-service charge payers would impact residents who rely on cars. An equalities screening tool should be completed to consider the impact on residents with the protected characteristics of age, disability and maternity or pregnancy, based on information about who is currently renting these parking spaces.

#### **Proposal 10**

5.44. The proposed introduction of a charge for EVs on HRA estates would negatively impact HRA tenants who rely on EVs. An equalities screening tool should be completed to consider the impact on residents with protected characteristics of age, disability and maternity or pregnancy, based on information on who currently rents those parking spaces.

**Proposal 11**

5.45. The proposal would benefit council tenants by improving decency and safety of council homes.

**Appendices:** None

**Background papers:** None

**Final report clearance:**

Signed by:

Signed by

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Councillor Caroline Russell

16/02/2024

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Date:

Signed by

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Councillor Benali Hamdache

16/02/2024

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Date:

Signed by

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Councillor Ernestas Jegorovas-Armstrong

16/02/2024

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Date:

Date: 16<sup>th</sup> February 2024

**Responsible Officer:**

David Hodgkinson, Corporate Director of Resources

**Legal implications:**

Sonal Mistry, Senior Lawyer (Governance)

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