

Resident Impact Assessment

Title of policy, procedure, function, service activity or financial decision: Parking – Diesel Surcharge changes

Service Area: Traffic & Parking Services, Public Realm

1. What are the intended outcomes of this policy, function etc?

The Council's Transport Strategy aims to reduce traffic volumes, traffic congestion, and the negative environmental impacts of unnecessary car use within Islington. Islington is committed to improving air quality and continues to take the lead in reducing pollution harmful to health.

The proposals in this report are as follows:

- An increase in the diesel surcharge on paid for parking by £1 per hour.
- A specific new resident parking permit banding for electric vehicles, the annual cost of which remains at zero.
- The introduction of a fee of £20 per annum for Band A resident permits and the redesignation of this band to apply to all vehicles with CO₂ emissions of between 1-100 g/km
- To align with the above and to maintain the differential charging structure for emissions based resident permits, an increase in the annual Band B fee from £18.20 to £22.

2. Resident Profile

Who is going to be impacted by this change i.e. residents/service users/tenants? Please complete data for your service users. If your data does not fit into the categories in this table, please copy and paste your own table in the space below. Please refer to **section 3.3** of the guidance for more information.

| | | Borough profile | Service User profile |
|--------------------|-----------------------|-----------------------|----------------------|
| | | Total: 206,285 | |
| Gender | Female | 51% | *Not Recorded |
| | Male | 49% | *Not Recorded |
| Age | Under 16 | 32,825 | *Not Recorded |
| | 16-24 | 29,418 | *Not Recorded |
| | 25-44 | 87,177 | *Not Recorded |
| | 45-64 | 38,669 | *Not Recorded |
| | 65+ | 18,036 | *Not Recorded |
| Disability | Disabled | 16% | *Not Recorded |
| | Non-disabled | 84% | *Not Recorded |
| Sexual orientation | LGBT | No data | *Not Recorded |
| | Heterosexual/straight | No data | *Not Recorded |
| Race | BME | 52% | *Not Recorded |
| | White | 48% | *Not Recorded |
| Religion or belief | Christian | 40% | *Not Recorded |
| | Muslim | 10% | *Not Recorded |
| | Other | 4.5% | *Not Recorded |
| | No religion | 30% | *Not Recorded |
| | Religion not stated | 17% | *Not Recorded |

*No user data is recorded as the system only records the user's vehicle registration and card payment information when making a transaction.

3. Equality impacts

The proposals listed in the Transport Strategy will mainly impact on those visitors to Islington who own diesel and heavy oil vehicles. All residents and visitors will benefit from better air quality and better health outcomes, especially older and young people. However, the additional cost may affect some residents on low incomes.

Islington, as an inner London borough, suffers from some of the highest pollution levels in London due to major transport routes. These attract significant numbers of visitors by car, resulting in complex urban air quality problems with levels of nitrogen dioxide (NO₂) that exceed recommended health levels and very high levels of particulate matter (PM).

The biggest health inequalities issue in Islington is the large numbers of deaths from long-term conditions at relatively young ages. This accounts for the bulk of the gap in life expectancy between Islington and England. The main causes of death across all ages in Islington are cardiovascular disease, cancer and respiratory diseases (accounting for 33%, 28% and 13% of deaths in Islington respectively). Exposure to high levels of air pollution, particularly diesel emissions, is known to exacerbate these existing health conditions. This is particularly concerning given the number of young families and schools within the borough.

A potential socio-economic negative impact will be some residents with diesel vehicles may be impacted by the surcharge but this is mitigated by resident parking permits within their controlled

parking zone and the resident roamer facility. There may also be additional cost to residents in the borough for other parking fees and charges but we believe the health benefits to residents will out-weigh the negative impact. The health benefits of cleaner air will be beneficial for the borough's young population and generations to follow.

Increases to short-stay parking charges will not impact on Blue Badge holders, as they are still entitled to park in short-stay bays free of charge all day. Those vehicles that are used by community groups to transport groups of people with disabilities (where they do not have existing Organisational Blue Badges) will not attract any charge if they display a Blue Badge belonging to any of those being transported when parked.

4. Safeguarding and Human Rights impacts

a) Safeguarding risks and Human Rights breaches

There are no safeguarding risks or potential Human Rights breaches from this policy.

5. Action

How will you respond to the impacts that you have identified in sections 3 and 4, or address any gaps in data or information?

For more information on identifying actions that will limit the negative impact of the policy for protected groups see the [guidance](#).

| Action | Responsible person or team | Deadline |
|--|----------------------------|-------------|
| Complaints against the surcharge logged and responded to in line with council policy | Public Realm | On-going |
| Complaints against the proposed increase in fees and charges are logged and responded to in line with council policy | Public Realm | From Launch |

Please send the completed RIA to equalites@islington.gov.uk and also make it publicly available online along with the relevant policy or service change.

This Resident Impact Assessment has been completed in accordance with the guidance and using appropriate evidence.

Staff member completing this form:

Signed: _____

Date: Click here to enter a date.

Head of Service or higher:

Signed: Nicolina Cooper

Date: 07/01/2019