

Committee: Cabinet

Date: 21 October 2021

Wards: All

Subject: Emissions Based Parking Charges Review

Lead officer: Chris Lee, Director of Environment & Regeneration

Lead member: Cllr Rebecca Lanning Cabinet Member for Adult Social Care and Public Health

Contact officer: Ben Stephens. Head of Parking Services

Recommendations:

- A. To agree to no longer proceed with the proposal to implement emissions based parking charges from October 2021.

1 PURPOSE OF REPORT AND EXECUTIVE SUMMARY

- 1.1. In January 2021, the Council took the decision to implement an emissions based charging scheme (“The Scheme”), which was due for implementation from October 2021 ([Cabinet report](#)). The proposals comprised an additional charge for the most polluting vehicles parked on- and off-street.
- 1.2. The Council is recommending to no longer proceed with the scheme because it is recognised that many residents are, and will continue, to suffer economically as a result of the COVID-19 pandemic and other cost of living increases more generally. Travel patterns which shifted during the pandemic – including a reluctance to return to public transport – have continued longer than anticipated, with uncertainty as to when or whether they will return. Moreover, Merton has already observed a significant shift to cleaner, greener vehicles during the time emissions-based charging has been considered, potentially linked to London-wide policies such as the ULEZ charge, and borough initiatives implemented in Merton, including low traffic neighbourhoods and school safety zones, as well as the Air Quality Action Plan.
- 1.3. If the Council no longer proceeds with the scheme then the existing parking charges that are currently in force across the borough will remain unchanged.

2 DETAILS

2.1. Economic impacts

- 2.1.1 Since Cabinet first reviewed the potential implementation of an Emissions Based Charging scheme, there have been a number of significant economic

changes impacting residents that now need to be taken onto account to determine whether it would be appropriate for the current proposals, due to be implemented from October 2021, to go ahead. These are set out below:

- 2.1.2 The current furlough scheme will cease to exist from the end of September 2021, which may have a significant impact on the number of residents who find their incomes affected by reduced working hours or indeed, in some cases, redundancy.
- 2.1.3 The current additional payment of an extra £20 per week to Universal Credit payments will also cease to be paid from early October. This will affect the hardest hit families in the borough.
- 2.1.4 The recent price hikes and ongoing uncertainty regarding the increased prices in energy, alongside current inflation rates of 4.8%, will add an additional burden to hard-hit families from October 2021.
- 2.1.5 In addition, the Government has also announced a 1.5% increase to National Insurance from April next year.
- 2.1.6 Each of these factors need to be taken into consideration when balanced with additional financial burdens from other areas of policy e.g. Emissions Based Charging.

2.2. **Transport environmental factors.**

- 2.2.1 Traffic volumes in Merton have continued to increase over the last decade which contributes to a number of strategic challenges including: traffic congestion and parking dominance, road safety concerns; public health concerns associated with sedentary lifestyles and; vehicular emissions that contribute to local air pollution and climate change.
- 2.2.2 The Council acknowledges there is no one simple solution that will be effective in isolation to achieve these objectives, but that a comprehensive package of measures is required that offers better sustainable travel options, alongside measures to disincentivise car use.
- 2.2.3 The Council acknowledges the limitations of using local measures alone to fully achieve a reduction in emissions and recognises that national and regional policies and initiatives introduced by the Government and TfL will be required.

2.3. **Recent transport trends**

- 2.3.1 Data from residential permit holders in Merton shows a shift towards cleaner, greener vehicles has been taking place in this last 18 months, since this policy was being considered by Cabinet. The number of Electric Vehicles registered in Merton has already increased from 482 in the first quarter of 2020 to 824 in the first quarter of 2021. The table below shows there has been an overall shift of approximately 15% of residential permits into a lower emissions band. The table also shows that the move to lesser polluting vehicles is consistent across all areas of the borough and irrespective of the length of enforcement of any Controlled Parking Zone.

		Reduction in Residential Permit sales from band I to M to lesser polluting bands A to H between 2018/19 to 2020/2 data
Tier 1	CPZ and respective tier level.	
Long Enf Hrs	W3, W4	-15%
Medium Enf Hrs	2F, 3E, 3F, 4F, 5F, VC, VOn, VO _s , VO _t , W2, W5, W6, W7, P3	-15%
Short Enf Hrs	P1, P2 ,P2s	-12%
Tier 2	CPZ and respective tier level.	
LONG	CW5, MP4	-8%
Medium	CW, CW1, CW2, CW4, M1, M2, M3, MP1, MP2, MP3, S1, S2, S3, SW, SW1, A1, RP, RPE, RPN, RPS, H1, H2, VN, VSW, VSW2, W1, VNe, VN _s	-14%
Short	RPW, RPC, RPC1, VSW1, VQ, CH.	-17%
Tier 3	CPZ and respective tier level.	
LONG	MTC, WB1	-13%
Medium	CW3, GC, GC1, GC2, GC3, WB2, MTC1, MTC2	-17%
Short	MT	-16%
	All Area/CPZs	Reduction in Residential Permit sales from band I to M to lesser polluting bands A to H between 2018/19 to 2020/2 data
		15%

2.3.2 It therefore appears that the package of policies and measures already implemented by Merton, TfL and the Government may have had a greater influence than anticipated on accelerating the transition to lower emissions vehicles. In particular, the proposed expansion of the Ultra-Low Emission Zone (ULEZ) in October 2021 to the South Circular within our neighboring boroughs of Wandsworth and Lambeth will affect some Merton residents that travel into this zone. TfL have reported that 4 in 5 vehicles in London are now compliant with the ULEZ emissions standards. In addition, the Government have set clear policy signals around a shift to more sustainable modes of travel and to lower polluting vehicles including proposals to end the sale of new petrol and diesel cars by 2030 as set out in their recently published [Decarbonising Transport Plan](#) .

2.3.3 Merton has already implemented and will continue to deliver a wide range of measures to support sustainable travel choices and to tackle climate change and air quality. The full range of actions the Council is taking are set out in [Transport Strategy \(LIP3\)](#), [Air Quality Action Plan](#), and the [Climate Strategy and Action Plan](#) and are summarised in the following sections.

2.4. Sustainable transport measures

- 2.4.1 In recent years, Merton Council has invested significant funding on delivering sustainable transport infrastructure schemes such as pedestrian crossings and cycle routes and complementary measures such as cycle training and school travel plans. Schemes successfully delivered include: the borough wide 20mph speed limit, the Raynes Park to New Malden cycle and pedestrian link, the Croydon Road cycle scheme, a number of bus priority schemes and major regeneration of Mitcham Town Centre. We are liaising with Transport regarding the new LIP4 and seek to increase cycling infrastructure in line with the ambition set out in Merton's Local Plan. The Council is also completing a major segregated cycle lane scheme on London Road / Bishopsford Road as part of the new Mitcham Bridge project.
- 2.4.2 In response to the COVID pandemic the Council took quick action to introduce additional schemes to support sustainable travel choices, including 5 additional low traffic neighbourhoods and 28 school streets. The Council also installed 20 secure cycle hangars in residential areas and segregated cycle routes on Merton High Street, Haydons Road bridge, Plough Lane and Church Road. As a result of the recent Active and Healthy Travel response to Covid, set out in the Council's Covid Transport Strategy; Merton Council is the top borough in London for the number of Schools located on School Streets.
- 2.4.3 Merton has the second highest score of all Outer London boroughs in the Healthy Streets Scorecard and its stand-out result is that 41% of its schools now a School Street, where traffic is restricted at arrival and departure times, which is the highest rate of any London borough.
- 2.4.4 Merton now has a 20mph speed limit on nearly all its streets which makes it the leading Outer London borough on this indicator. And it scores well on Low Traffic Neighbourhoods (LTNs) with 34% of suitable streets in an LTN
- 2.4.5 To support the transition to electric and plug-in hybrid vehicles, Merton has delivered a network of electric vehicle charge points, and is in the top 20% of local authorities for the number of public charging devices per 100,000 of population. In 2021 the Council installed 90 slow lamp column chargers around the borough to enable residents without off-street parking to charge vehicles overnight near their homes. The Council intends to bid for further rounds of Government funding to install additional lamp column chargers to further increase the density of charge points and facilitate the transition to electric vehicles expected over the coming decade.
- 2.4.6 However, it should be noted that Transport for London (TfL) investment in sustainable and active transport has been significantly reduced. Merton's indicative Local Investment Programme (LIP) of c£1.3 million in 2021/22 has been reduced to c£300k this year to fund staffing costs and existing projects that are 'in flight' and it is unclear when TfL will receive a funding package that allows boroughs to make the necessary investment in future sustainable transport initiatives.

2.5. **Air quality in Merton**

- 2.5.1 Merton Council is committed to tackling air pollution, which remains a priority for the borough. For the past few years we have been implementing our Air Quality Action Plan (AQAP). The AQAP cuts across a number of important themes, all of which help to tackle the sources and impact of pollution.
- 2.5.2 In London and in Merton we have seen improving air quality specifically around Nitrogen Dioxide (NO₂).
- 2.5.3 With the cleaning up of London's buses in 2020-21, the introduction and expansion of the ULEZ, and the tightening of the LEZ for freight and goods vehicles we anticipate that this will translate into further reductions especially around our town centres and focus areas.
- 2.5.4 Details of air quality monitoring trends and actions being taken are reported every year as part of or statutory duties and can be found in our Annual Status Reports.
- 2.5.5 Merton continue to lead on a number of projects that span beyond the borough boundaries including Cleaner Construction for London (NRMM) an award winning project in partnership with the GLA and London Boroughs to help clean up construction site equipment across London. This project works in partnership with the construction industry and has delivered significant direct air pollution reductions as well as shape and guide the standards of construction in the capital.
- 2.5.6 We have focused on schools and introduced school streets to improve air quality and safety around schools. We have monitored air pollution at every school in the borough and continue to do so at a number of schools in and around main roads. This has influenced our schools audit programme where we focus on individual schools and what they, and the council, can do to reduce pollution and its impact. Merton is ranked 1st of all London Boroughs with regards to school streets provision in the London Healthy Streets index.
- 2.5.7 Our new Air Quality Supplementary Planning Document went to consultation with our Local Plan and has now been agreed. This focuses on what the Council can require of new developments and how these contribute to reducing air pollution and gives officers greater powers to challenge developments in the borough.
- 2.5.8 We have one of the most comprehensive diffusion tube monitoring networks in London and have secured funding from the South London Partnership to introduce 68 new Breathe London monitors throughout the borough, as well as traffic/transport monitors. These monitors will capture PM₁₀ & 2.5s in detail and will help us identify and tackle causes of this pollutant over the coming years.
- 2.5.9 Merton actively works with community groups as part of our citizen science scheme to monitor air pollution with the community in key priority areas of the borough.
- 2.5.10 Our Healthy Streets Everyday (HSE) project has commissioned the building of Park-lets & Environmental Areas.
- 2.5.11 Anti-idling is also a priority for the borough and we are part of the London-wide Anti Idling project. We have trained CEOs in the borough and have

started to host events now that the engagement rules under COVID have relaxed. We want to host many more events and are reaching out to schools and community groups that want to play an active role, or can identify problem locations in the borough.

- 2.5.12 With our Public Health partners, we have started a Behaviour Insights project that looks specifically at anti-idling, this will be focusing on the level crossings in the borough and the assessment or interventions to promote switching off engines.
- 2.5.13 The Clean Air Village project at Wimbledon has entered its second year and we are focusing activities to help support businesses to tackle air pollution with a focus on cargo bikes and deliveries.
- 2.5.14 In 2022 we will start to refresh our new Air Quality Action Plan which will again be subject to full consultation and we welcome actively working with the community and partners.

3 ALTERNATIVE OPTIONS

- 3.1. **Option 1:** Proceed with emissions based charges as planned (do nothing option).

Since Cabinet first reviewed the potential implementation of Emissions Based Charging there have been a number of significant external economic factors that now need to be taken onto account. Implementing this policy may have an additional detrimental impact on those on low incomes that are dependent on a vehicle.

- 3.2. **Option 2:** Review the emissions based charges proposals and revise the recommendations and charging structure.

This option could see an alternative form of emissions-based charges introduced at some point in the future. These would be intended to further increase the continued shift to cleaner, greener vehicles observed in the borough so far. While consultation has generally been negative, this option could also be designed to mitigate the financial impact that would still be placed on those most economically disadvantaged, particularly by the COVID-19 pandemic and other general cost of living increases.

- 3.3. **Option 3:** Recommended Option – No longer proceed with the proposal to implement emissions based parking charges.

This would provide residents with the reassurance that they will not be further financially disadvantaged. It would also allow the Council to monitor the ongoing improvements in air quality as a result of the shift to cleaner, greener vehicles and less of people using their vehicles less, which has already been evidenced.

4 CONSULTATION UNDERTAKEN OR PROPOSED

Not applicable

5 TIMETABLE

- 5.1. If the decision is taken to no longer proceed with the scheme, then there will be no further action required. The revised emission based charging scheme has yet to be implemented.

6 FINANCE

6.1. Financial, resource and property implications

- 6.1.1 If the decision is taken not to implement emission based charging in 2021/22, the financial impact in year will be £964k. The net saving of £750k (reference ENV2021-04) in this financial year is a net saving figure after having allowed for additional ongoing revenue costs for the payment modernisation project which is still forecast to go ahead but will now not be covered by additional income if the emission based charging scheme is not implemented. The total impact in year is therefore greater than the £750k net saving target. If it is approved for the scheme to no longer go ahead the saving will require review as part of the MTFS planning, the saving currently incorporated into the MTFS increases from £750k to £1.5m in 2022/23, though the full pressure would be £1.684m due to continuing costs of the modernisation payment machines.
- 6.1.2 The pressures from the unachieved saving and additional costs for future years are summarised below:

	2022/23	2023/24	2024/25
Budget impact of emissions based charging taking into account income reduction and relevant costs	1,684,356	1,084,356	509,356

- 6.1.3 The additional £964k pressure in year has been reflected within the period 5 (August) financial monitoring report to Cabinet and included within the overall adverse variance forecast for 2021/22. At year end the overall adverse variance for the Council will require funding from the contingency budget.
- 6.1.4 The Financial Monitoring Report and the Business Plan Report elsewhere on this agenda reflect and address the impact in 2021/22 and the MTFS from 2022/23 – 2025/26

7 LEGAL AND STATUTORY IMPLICATIONS

- 7.1. The introduction of emissions based charging would have required an order to be made under the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996. In accordance with those regulations, a notice of proposals was published on 10 September 2020 but no order has formally been made. No objections were received to the proposals. Such a notice having been published, there is no obligation on the Council to proceed to make the order. In deciding whether or not to proceed, members should be

satisfied that there is a rational basis for not doing so and be cognisant of the financial consequences of their decision, bearing in mind their fiduciary duty to council tax payers.

7.2. If members decide not to implement emissions based charging at this stage but subsequently wish to proceed, it should be noted that unless it does so within 2 years of the notice of proposals (that is by 10 September 2022), that notice will in effect lapse. It would therefore be necessary to start the process of making the order afresh. This would involve consulting the statutory consultees and such other representative organisations as are considered appropriate.

7.3. **Decision-making: Public Sector Equality Duty (PSED)**

7.3.1 In reaching their previous decision to implement emissions based charging, members had regard to the need to:

- (i) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this act;
- (ii) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
- (iii) foster good relations between persons who share a relevant characteristic and persons who do not share it.

**(Public Sector Equality Duty (s.149 Equality Act 2010))*

7.3.2 Should members decide not to proceed with that policy then they should consider the equalities impact assessment accompanying this report to understand the implications of not doing so for people with protected characteristics.

8 **HUMAN RIGHTS, EQUALITIES AND COMMUNITY COHESION IMPLICATIONS**

8.1. The Council continues to be mindful of economic challenges facing many residents and visitors to the borough, particularly recent pressures on cost of living, including the reversal of the universal credit uplift and the National insurance increase. In light of these developments, introducing emissions based charging carries an increased risk of financial hardship, particularly for residents in CPZs on lower incomes who rely on a vehicle and for that reason the Council has concluded that it is not appropriate to implement the proposals.

8.2. No engagement at this time as been undertaken with Equality Groups for the drafting of this report, as responses had already been received in earlier consultations.

8.3. An equalities assessment EA accompanies this report as appendix 2

9 **CRIME AND DISORDER IMPLICATIONS**

There are no crime and disorder implications

10 RISK MANAGEMENT AND HEALTH AND SAFETY IMPLICATIONS

There are no health and safety implications associated with this report at present.

11 APPENDICES – THE FOLLOWING DOCUMENTS ARE TO BE PUBLISHED WITH THIS REPORT AND FORM PART OF THE REPORT

- Appendix 1 – Detail of Residential Permit Sales by Category and Area
- Appendix 2 – Equalities Assessment (October 2021)

12 BACKGROUND PAPERS

Detail of Residential Permits Sales by Category and by Area

The table below shows the percentage of drivers who have most recently purchased a Permit in bands A-H, but had originally bought a Permit in the higher bands I-M. The data shows that in 2018/19 51% of Permits were sold in bands I-M but this has now reduced to 37%.

2018/19 Data					2020/21 Data				
A-H	%A-H	I-M	%I-M	Total	A-H	%A-H	I-M	%I-M	Total
425	49%	444	51%	869	544	64%	303	36%	847
2391	47%	2656	53%	5047	3000	62%	1818	38%	4818
707	47%	782	53%	1489	881	60%	595	40%	1476
A-H	%A-H	I-M	%I-M	Total	A-H	%A-H	I-M	%I-M	Total
27	76%	9	24%	35	10	83%	2	17%	12
3423	51%	3307	49%	6730	4202	65%	2227	35%	6429
373	47%	427	53%	799	491	63%	283	37%	773
A-H	%A-H	I-M	%I-M	Total	A-H	%A-H	I-M	%I-M	Total
91	46%	107	54%	198	112	59%	79	41%	190
1027	45%	1243	55%	2270	1749	63%	1044	37%	2793
27	42%	36	58%	63	36	58%	26	42%	61
2018/19 Data					2020/21 Data				
A-H	%A-H	I-M	%I-M	Total	A-H	%A-H	I-M	%I-M	Total
8489	49%	9011	51%	17500	11024	63%	6376	37%	17400

The table below shows the locations of each of the CPZ.

Area	CPZ	CPZ	CPZ	CPZ	CPZ	CPZ	
Cannon Hill	CH						
Colliers Wood	CW5	CW5	CW2	CW4	CW1	CW3	
Copse Hill	VSW1	VSW	VSW2				
Haydons Road	H2	H1					
Merton Park	MP1	MP2	MP3				
Mitcham	MTC	MT					
Morden	M2	M1	M3				
Raynes Park	RPS	RPC	RPE	RP	RPN	RPW	RPC1
South Wimbledon	S1	S2	3F	S3	4F	SW	SW1
Tooting	GC2	GC	GC1				
West Barnes	WB2	WB1					
Wimbledon	3E	2F	VOn	VOt			
Wimbledon Chase	5F	A1					
Wimbledon Common	VC	VOs	VN	VQ			
Wimbledon Park	P2	P2S	P1	P3	VNe	VNs	
Wimbledon Town Centre	W4	W7	W1	W3	W2	W6	W5

Emissions Based Parking Charges- Equalities Assessment (October 2021)

Equality Analysis



Please refer to the guidance for carrying out Equality Assessments is available on the intranet	
What are the proposals being assessed?	The Council is recommending to no longer proceed with the Emissions Based Charging (EBC) scheme because It is recognised that there is and will continue to be a significant economic impact on hard pressed households.

Which Department/ Division has the responsibility for this?	Parking Services, Environment and Regeneration
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Stage 1: Overview	
Name and job title of lead officer	Ben Stephens, Head of Parking
1. What are the aims, objectives and desired outcomes of your proposal? (Also explain proposals	<p>Background</p> <p>Since Cabinet first reviewed the potential implementation of Emissions Based Charging there have been a number of significant economic factors that now need to be taken onto account to determine whether the</p>

e.g. reduction/removal of service, deletion of posts, changing criteria etc.)

current proposals that were due to be implemented from October 2021 should still go ahead. These are set out in the bullet points below:

- The current furlough scheme will cease to exist from the end of September 2021 which may have a significant impact on the number of residents who may find their incomes affected by reduced working hours or indeed redundancy.
- The current additional payment of an extra £20 per week to Universal Credit payments will also cease to be paid from early October. This will affect the hardest hit families in the Borough.
- The recent price hikes and on-going uncertainty regarding the increased prices in energy, alongside current inflation rates of 4.8%, will also add an additional burden to hard hit families from October 2021.
- The Government has also recently announced a 1.5% increase to National Insurance from April next year.
- All of the above are important factors that need to be taken into consideration when balanced with additional financial burdens from other areas e.g. Emissions Based Charging.

The table below shows that 15% of Residential Permit holders have most recently bought a Permit, which is in a lower banded category than 2 years ago. The table also shows that the move to lesser polluting vehicles is consistent across all areas of the borough and irrespective of the length of enforcement of any Controlled Parking Zone.

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2. How does this contribute to the council's corporate priorities?	<p>Whilst the recommendation proposes that the Council no longer proceeds with the introduction of the emissions based charging scheme, there is already evidence of a shift to lower polluting vehicles and these priorities must also be balanced in conjunction with the need to support families on low incomes, and continuing to deal with the ongoing effects of the COVID-19 pandemic.</p>																																																			
3. Who will be affected by this proposal? For example who are the external/internal customers,	<p>All residents, businesses, workers and visitors across the borough are potentially affected.</p> <p>By recommending to no longer proceed with the proposal to introduce emissions based parking charges, this has the potential to avoid further economic pressures that affect residents, businesses, workers and visitors to the borough, particularly across low socio-economic groups.</p>																																																			

<p>communities, partners, stakeholders, the workforce etc.</p>	
<p>4. Is the responsibility shared with another department, authority or organisation? If so, who are the partners and who has overall responsibility?</p>	<p>Responsibility is shared with the following departments, organisations and partners: Public Health, Future Merton, Planning, Environmental Health, Department for Transport, NHS, Mayor of London, TfL, Transport Operators.</p>

Stage 2: Collecting evidence/ data

5. What evidence have you considered as part of this assessment?

Provide details of the information you have reviewed to determine the impact your proposal would have on the protected characteristics (equality groups).

Merton's profile:

Merton has a diverse and growing population. Data from the housing-led population projections for London which are produced by GLA Demography estimate the future trajectory of London's population at local authority level. Merton has a projected resident population of 211,787 for 2020 which is projected to increase to 224,502 by 2030. The Female population slightly exceeds the male population, particularly in the over 75 age groups.



Date: 2020 Source: GLA

2020 population projection for all persons by 5 year age group are shown in the chart above.

Merton's 2020 projected ethnic makeup is shown in the following chart.



Date: 2020 Source: GLA

It is considered that those from low socio economic groups including the elderly and BAME community will be the most impacted from no longer proceeding with the emissions based charging scheme as these groups will have likely been the most disadvantaged by the effects of the COVID pandemic and are also the least likely to be able to easily change their vehicle type to a newer vehicle that would benefit from reduced parking charges. This is allied with an understandable reluctance to use public transport because they are statistically at an increased risk of transmission.

Stage 3: Assessing impact and analysis

6. From the evidence you have considered, what areas of concern have you identified regarding the potential negative and positive impact on one or more protected characteristics (equality groups)?

Protected characteristic (equality group)	Tick which applies		Tick which applies		Reason Briefly explain what positive or negative impact has been identified
	Positive impact		Potential negative impact		
	Yes	No	Yes	No	
Age	X		X		<p>Positive Impact</p> <p>The elderly will have likely been one of the most impacted by the effects of the COVID pandemic as they have been unable to be as mobile because of the increased risk of transmission of COVID. The elderly are also potentially less likely to be able to easily change their vehicle type to a newer vehicle that would benefit from reduced charges. This is allied with an understandable reluctance to use public transport because they are statistically at an increased risk of transmission.</p> <p>Negative Impact</p> <p>The young may be more vulnerable to the transport issues associated with high levels of car use and emissions. In particular, young children are more vulnerable to the effects of air pollution and young adults suffer a disproportionately high level of road traffic accidents (TfL 2019).</p>

					Notwithstanding this, the body of the main report sets out the wider range of measures that the council has, and will, implement to reduce air quality emissions across the borough.
Disability	X		X		<p>Positive Impact</p> <p>This group will have likely been one of the most impacted by the effects of the COVID pandemic and are also less likely to be able to easily change their vehicle type to a newer vehicle that would benefit from reduced parking charges (assuming they have not acquired or are not eligible for a blue badge), particularly if the vehicle has been modified to accommodate the disability. This is allied with an increased difficulty in using public transport due to disabilities.</p> <p>Negative Impact</p> <p>This group may be more vulnerable to the transport issues associated with high levels of car use and emissions.</p> <p>Existing congestion and parking dominance can negatively affect accessibility within the street environment particularly for those in wheelchairs or with walking/mobility disabilities.</p> <p>Notwithstanding this, the body of the main report sets out the wider range of measures that the council has, and will, implement to reduce air quality emissions across the borough.</p>
Gender Reassignment		X		X	<p>Positive Impact</p> <p>None identified</p> <p>Negative Impact</p> <p>None identified</p>
Marriage and Civil Partnership		X		X	<p>Positive Impact</p> <p>None identified</p> <p>Negative Impact</p> <p>None identified</p>
Pregnancy and	X		X		<p>Positive Impact</p> <p>Pregnant and new parents are more likely to be dependent upon the use of a personal vehicle</p>

Maternity				<p>for transport mode, whilst potentially not being in a financial position to change the vehicle because of reduced or no income during maternity and also the additional cost of all items required for new babies.</p> <p>Potential Negative Impact</p> <p>Existing congestion and parking dominance can negatively affect accessibility within the street environment particularly for parents with pushchairs. According to a report by UNICEF babies and young children are particularly vulnerable to the effects of air pollution which can lead to or exacerbate respiratory illnesses in developing lungs. Notwithstanding this, the body of the main report sets out the wider range of measures that the council has, and will, implement to reduce air quality emissions across the borough.</p>
Race	X		X	<p>Positive Impact</p> <p>BAME groups have suffered more than most during COVID as not only are they more likely to catch the virus, the symptoms are also likely to be more severe, therefore they are at an increased risk when (forced) to use public transport. This is coupled with BAME groups often being more socio-economically disadvantaged and therefore negatively impacted by the current economic situation which is set to worsen with the ending of the furlough scheme and increases in cost of living due.</p> <p>Negative Impact</p> <p>Research has shown that poor air quality is more likely to affect those from BAME backgrounds. Notwithstanding this, the body of the main report sets out the wider range of measures that the council has, and will, implement to reduce air quality emissions across the borough.</p>
Religion/ belief		X	X	<p>Positive Impact</p> <p>Non identified</p> <p>Negative Impact</p> <p>None identified</p>
Sex		X	X	Positive Impact

(Gender)					None identified Negative Impact None identified
Sexual Orientation		X		X	Positive Impact None identified Negative Impact None identified
Socio-economic status	X			X	Positive Impact The socio-economically disadvantaged have been the most negatively impacted by the current economic situation (due to COVID) which is set to worsen with the ending of the furlough scheme and increases in cost of living due. This group are less likely to be able to easily change their vehicle type to a newer vehicle that would benefit from reduced charges if emissions based charges were implemented. Negative Impact The socio-economically disadvantaged are more likely to be implicated by the effects of air quality. Notwithstanding this, the body of the main report sets out the wider range of measures that the council has, and will, implement to reduce air quality emissions across the borough.

7. If you have identified a negative impact, how do you plan to mitigate it?

The mitigations for disability, age, race, socio-economic status, pregnancy and maternity status are set out in the Action Plan below.

Stage 4: Conclusion of the Equality Analysis

8. Which of the following statements best describe the outcome of the EA (Tick one box only)

Please refer to the guidance for carrying out Equality Assessments is available on the intranet for further information about these outcomes and what they mean for your proposal

- Outcome 1** – The EA has not identified any potential for discrimination or negative impact and all opportunities to promote equality are being addressed.
- Outcome 2** – The EA has identified adjustments to remove negative impact or to better promote equality.
- Outcome 3** – The EA has identified some potential for negative impact or some missed opportunities to promote equality and it may not be possible to mitigate this fully.
- Outcome 4** – The EA shows actual or potential unlawful discrimination.

Stage 5: Improvement Action Plan

9. Equality Analysis Improvement Action Plan template – Making adjustments for negative impact

Negative impact/ gap in information identified in the Equality Analysis	Action required to mitigate	How will you know this is achieved? e.g. performance measure/ target)	By when	Existing or additional resources?	Lead Officer	Action added to divisional/ team plan?
<p>Age This group may be more vulnerable to the transport issues associated with high levels of car use and emissions. In particular, young children are more vulnerable to the effects of air pollution and young adults suffer a disproportionately high level of road traffic accidents (TfL 2019).</p>	<p>The green shoots of a shift to cleaner, greener vehicles and the impacts of COVID have already impacted on how residents are choosing to travel.</p> <p>Merton has already implemented and will continue to deliver a wide range of measures to support sustainable travel choices and to tackle climate change and air quality. The full range of actions the Council is taking are set out in Transport Strategy (LIP3), Air Quality Action Plan, and the Climate Strategy and Action Plan and are summarised in the following sections.</p>	Targets	Current	Existing	Ben Stephens	Yes

<p>Pregnancy and Maternity</p> <p>Existing congestion and parking dominance can negatively affect accessibility within the street environment particularly for parents with pushchairs. According to a report by Unicef babies and young children are particularly vulnerable to the effects of air pollution which can lead to or exacerbate respiratory illnesses in developing lungs.</p>	<p>The green shoots of a shift to cleaner, greener vehicles and the impacts of COVID have already impacted on how residents are choosing to travel.</p> <p>Merton has already implemented and will continue to deliver a wide range of measures to support sustainable travel choices and to tackle climate change and air quality. The full range of actions the Council is taking are set out in Transport Strategy (LIP3), Air Quality Action Plan, and the Climate Strategy and Action Plan and are summarised in the following sections.</p>	Targets	Current	Existing	Ben Stephens	Yes
<p>Disability</p> <p>This group may be more vulnerable to the transport issues associated with high levels of car use and emissions.</p> <p>Existing congestion and parking dominance can negatively affect accessibility within the street environment particularly for those in wheelchairs or with walking/mobility disabilities.</p>	<p>The green shoots of a shift to cleaner, greener vehicles and the impacts of COVID have already impacted on how residents are choosing to travel.</p> <p>Merton has already implemented and will continue to deliver a wide range of measures to support sustainable travel choices and to tackle climate change and air quality. The full range of actions the Council is taking are set out in Transport Strategy (LIP3), Air Quality Action Plan, and the Climate Strategy and Action Plan and are summarised in the following sections.</p>	Targets	Current	Existing	Ben Stephens	Yes

<p>RACE BAME groups have suffered more than most during COVID as not only are they more likely to catch the virus, the symptoms are also likely to be more severe, therefore they are at an increased risk when (forced) to use public transport. This is coupled with BAME groups often being more socio-economically disadvantaged and therefore negatively impacted by the current economic situation which is set to worsen with the ending of the furlough scheme and increases in cost of living due.</p> <p>Research has shown that poor air quality is more likely to affect those from BAME backgrounds.</p>	<p>Positive and negative</p> <p>The green shoots of a shift to cleaner, greener vehicles and the impacts of COVID have already impacted on how residents are choosing to travel.</p> <p>Merton has already implemented and will continue to deliver a wide range of measures to support sustainable travel choices and to tackle climate change and air quality. The full range of actions the Council is taking are set out in Transport Strategy (LIP3), Air Quality Action Plan, and the Climate Strategy and Action Plan and are summarised in the following sections.</p>	<p>Targets</p>	<p>Current</p>	<p>Existing</p>	<p>Ben Stephens</p>	<p>Yes</p>
<p>Socio-economic status. The socio-economically</p>	<p>Positive and negative</p>	<p>Targets</p>	<p>Current</p>	<p>Existing</p>	<p>Ben</p>	<p>Yes</p>

<p>disadvantaged have been the most negatively impacted by the current economic situation (due to COVID) which is set to worsen with the ending of the furlough scheme and increases in cost of living due. This group are less likely to be able to easily change their vehicle type to a newer vehicle that would benefit from reduced charges if emissions based charges were implemented.</p> <p>The socio-economically disadvantaged are more likely to be implicated by the effects of air quality. Notwithstanding this, the body of the main report sets out the wider range of measures that the council has, and will, implement to reduce air quality emissions across the borough..</p>	<p>The green shoots of a shift to cleaner, greener vehicles and the impacts of COVID have already impacted on how residents are choosing to travel.</p> <p>Merton has already implemented and will continue to deliver a wide range of measures to support sustainable travel choices and to tackle climate change and air quality. The full range of actions the Council is taking are set out in Transport Strategy (LIP3), Air Quality Action Plan, and the Climate Strategy and Action Plan and are summarised in the following sections.</p>				<p>Stephens</p>	
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Note that the full impact of the decision may only be known after the proposals have been implemented; therefore, it is important the effective monitoring is in place to assess the impact.

Stage 6: Reporting outcomes

10. Summary of the equality analysis

This section can also be used in your decision-making reports (CMT/Cabinet/etc.) but you must also attach the assessment to the report, or provide a hyperlink

This Equality Analysis has resulted in an Outcome **3** Assessment

Please include here a summary of the key findings of your assessment.

There are both negative and positive impacts identified by the EA.

Officers have reviewed the equity of the proposals and accept that there will be some residents who may be negatively impacted. However, in light of the mitigation set out above the level of impact is assessed as likely to be low. The council considers that the impact is proportionate to the legitimate aim sought to be achieved and that this will have a positive impact on residents.

Positive Impact

A significant proportion of residents and visitors from affected groups will financially benefit from no longer proceeding with emissions based parking charges and there has already been a significant shift to cleaner, greener vehicles and less car usage.

Neutral Impact

There are no implications for Blue Badge Holders or Carer's permits.

Negative Impact

Some groups will be affected as it may take slightly longer than anticipated to achieve air quality and reduction in pollution targets, although this is unconfirmed because of the change in travel patterns as a result of COVID and also the shift witnessed so far to cleaner, greener vehicles as a result of local and London wide initiatives.

Monitoring

The EA Plan and the policy will be kept under review and representatives of the affected groups will be consulted with to assess ongoing impacts and further mitigations.

There is a commitment that the EA Plan will be reviewed in 12 months' time and will be published on the Council's website.

What course of action are you advising as a result of this assessment?

Section 5 – Improvement Action Plan sets out the actions and timescales proposed to be undertaken.

Stage 7: Sign off by Director/ Head of Service

Assessment completed by	Ben Stephens – Head of Parking Services	Signature: <i>Ben Stephens</i>	Date: 29/09/2021
Improvement action plan signed off by Director/ Head of Service	Chris Lee – Director of Environment and Regeneration	Signature: <i>Chris Lee</i>	Date: 30/09/2021