

# London Councils' Transport and Environment Committee

## Additional Parking Charges for the London Borough of Barnet

Item No:

**Report by:** [REDACTED] **Job title:** Transport Officer  
**Date:** 15 October 2020  
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**Summary:** This report details the proposal by the London Borough of Barnet (LB Barnet) to amend the penalty charge banding from Band B to Band A across the borough.

**Recommendations:** The Committee is asked to:

- Approve the proposal to change the penalty banding in the LB Barnet
- Note the proposed implementation date for the change of 1 February 2021.

### Introduction:

1. Under the provisions set out in the Traffic Management Act 2004 (Schedule 9), which repealed similar provisions in the Road Traffic Act 1991, London Councils' Transport and Environment Committee is responsible, subject to agreement by the Mayor of London and possible veto of the Secretary of State, for setting additional parking charges on borough roads. These additional parking charges include:
  - penalties for contraventions of parking regulations including any surcharges or discounts;
  - release from wheel clamps;
  - removals from the street;
  - storage charges and disposal fees
2. The discount payment rate for early payment has been set at 50%. The amount of any surcharge has not changed since this was set at 50% by Schedule 6(6)(1) of the Road Traffic Act 1991.

- The Committee has reviewed the level of additional parking charges regularly since 1992, when they were first set. The Committee undertook a major review of the charges during 2006 which led to the introduction of differential penalty levels, and again in 2010 where there was an increase in the penalty levels for the more serious contraventions. The current on and off-street parking penalty charges are as follows:

	Higher Level	Lower Level
Band A	£130	£80
Band B	£110	£60

- The current London banding map can be seen in *Appendix 2*. Band A areas have traditionally been focussed in Central London and urban centres where the pressures on parking and congestion are often greatest. Band B areas have historically concentrated in outer London where pressures on parking are not as significant. However, due to issues with non-compliance, some outer London authorities with higher density parking and significant Controlled Parking Zones (CPZs) have become Band A areas. Higher level penalties apply to contraventions which are considered more serious, such as parking on yellow lines or where an obstruction is caused. Lower level penalties apply generally where parking is permitted but the regulations are contravened, such as overstaying on a pay and display bay.
- London Councils has no current plans for a London-wide review of the additional parking charges.

#### **Guidance on Additional Parking Charges:**

- Under the Traffic Management Act 2004 the Secretary of State produced guidance, to which all authorities must have regard. This document is titled the Secretary of State's Statutory Guidance to Local Authorities on the Civil Enforcement of Parking Contraventions ("the Statutory Guidance") and states that; "The primary purpose of penalty charges is to encourage compliance with parking restrictions. In pursuit of this, enforcement authorities should adopt the lowest charge level consistent with a high level of public acceptability and compliance." (Para. 4.1).
- It is also the Committee's policy that additional parking charges should be set in such a way as to produce a coherent pattern of policy across London.

#### **LB Barnet Proposals for Change:**

- LB Barnet is proposing to change from being Band B and to Band A across the whole borough (*please see Appendix 1 of this report for full details*).
- The borough comprises of 36 CPZs, with further loading and waiting restrictions strategically placed at various locations outside of the CPZs.
- Barnet has indicated that despite deploying a robust parking and traffic enforcement regime - which includes 46 on-street Civil Enforcement Officers on foot, on scooter and with the use of two Automated Number Plate Recognition vehicles, along with a network of 72 Moving Traffic enforcement cameras, the borough continues to experience an increase in levels of non-compliance with its parking regulations.

11. *Appendix A, Table 1* contained within LB Barnet's application (*please see Appendix 1 of this report*) indicates that between 2010/11 and 2017/18, the total number of on-street parking Penalty Charge Notices (PCNs) issued each year has increased from 99,882 to 148,141 which equates to a 48% increase.
12. In 2018, LB Barnet recommissioned its Parking Enforcement Contract and a new contract was entered into in November 2018, which involved introducing new handheld computers, software systems and a reduction in on-street enforcement hours. This led to the decline in PCN issuance from 2017/18 onwards as shown in *Appendix A, Table 1 (please see Appendix 1 of this report)* which is now reversing.
13. *Appendix A, Table 2 (please see Appendix 1 of this report)* contained within LB Barnet's application illustrates how the borough compares to London as a whole during the periods 2011/12 to 2018/19, which is significantly higher than the overall London trend despite the reduction in PCN issuance from 2017/18 onwards, indicating that LB Barnet may be experiencing a higher level of non-compliance in their Band B areas than the the overall London trend.
14. It should also be noted that the Government restriction on the use of CCTV enforcement for parking contraventions under the Deregulation Act 2015 has presented an increased risk of potential non-compliance. LB Barnet believes that some of this risk can be countered with a change to the penalty band which increases the deterrent.
15. LB Barnet has stated that by 2030 the shift towards a more urban profile of resident density is likely to see an increase of 13% in borough population and it is expected that by 2025, an additional 23,489 new homes are to be built without an increase in road space. This growth will lead to an increase in traffic, parking demands and congestion on borough roads. LB Barnet believe that it is essential to improve compliance with its parking regulations and banding changes have been a proven method to achieve this.
16. It is TEC's policy that the boundaries between areas of different penalty bands are clearly demarcated; this is to avoid the possibility of having different bands on opposing sides of the same road or in the same street. Those roads that have signs clearly identifying that the driver has entered LB Barnet, where the boundary crosses the road, are not affected and can be enforced as Band A. Those without borough identifiers will need to remain Band B. LB Barnet has boundaries with LB Brent, LB Camden, LB Enfield, and LB Harrow. There are a number of boundary locations in LB Brent and LB Harrow where LB Barnet will need to continue enforcing Band B and are listed in LB Barnet's application under Appendix D (*please see Appendix 1 of this report*).
17. LB Camden, LB Enfield and LB Haringey is already Band A, so any shared boundaries with LB Barnet will not impact the ability for LB Barnet to enforce Band A.
18. Any boundary roads in LB Camden, LB Enfield and LB Haringey that are currently being enforced as a Band B due to a boundary with LB Barnet will be enforceable as a Band A once final approval has been received and the new banding regime commences.

### **Timetable for Implementation**

19. Any changes to penalty levels agreed by the Committee need the approval of the Mayor. If the Mayor agrees the changes the Secretary of State has 28 days to exercise a veto over any changes. The committees' decisions will be formulated into a set of proposals to be presented to the Mayor of London for approval. If approved, they will be presented to the Secretary of State for Transport for their consideration in the New Year. The boroughs

involved would then need to advertise their proposed changes for at least three weeks prior to implementation. From previous experience, this process takes around three months in total, and so London Councils propose an implementation date of 1 February 2021.

### **Financial Implications**

20. There are no financial implications for London Councils arising from this report.

### **Legal Implications**

21. There are no legal implications for London Councils or the boroughs arising from this report. However, members may wish to note the decision on penalties is taken by London Councils' TEC on behalf of boroughs for borough roads, and by TfL for GLA roads. The TfL member of London Councils' TEC may not take part in the proceedings of the borough decision (see Reg. 24 of the Civil Enforcement Parking Contravention Regulations 2007).

### **Equalities Implications**

22. There are no equality implications for the boroughs or London Councils arising from this report.

**Recommendations:** The Committee is asked to:

- Approve the proposal to change the penalty banding in the LB Barnet
- Note the proposed implementation date for the change of 1 February 2021

### **Appendices**

Appendix 1: LB Barnet application to change the banding level from Band B to Band A.

Appendix 2: Existing on and off-street penalty charge bands

Appendix 3: Map of LB Barnet showing boundaries with neighbouring boroughs.

## Appendix 1 – LB Application to London Councils



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15 October 2020

Transport and Environment Committee London Councils  
59½ Southwark Street London  
SE1 0AL

To the Members of the Traffic and Environment Committee

### **RE: Application to amend the Penalty Charge Notice Banding in Barnet**

The London Borough of Barnet (Barnet) is seeking an agreement from the Transport and Environment Committee (TEC) to amend the borough's Penalty Charge Notice (PCN) banding from the current Band B to Band A across the borough. This letter is a formal application to TEC to consider this proposal.

#### **1. Reasoning**

- 1.1. Barnet is experiencing increased parking demands throughout the borough, and an amendment of the banding levels is warranted to discourage drivers from parking illegally, to better protect kerb space for local residents and positively contribute to traffic management within the borough.
- 1.2. The Council enforces parking controls Borough-wide except on those major routes comprising part of the Transport for London Road Network, which are the responsibility of Transport for London to enforce, and the M1 and service roads which are the responsibility of Highways England.
- 1.3. Barnet's size means it covers areas which range from being distinctly rural adjacent to Hertfordshire to much more densely populated. The Borough includes greenbelt land but also has borders with central London Boroughs. Growth and regeneration mean that in some areas, such as some locations along the Northern line, population densities are similar to inner London levels and are predicted to increase significantly above them.
- 1.4. The Borough has commissioned a Long-Term Transport Strategy (LTTS) which articulates the vision for transport in Barnet to 2041. The LTTS identifies that modifying behaviours to control car utilisation is critical to meet the objective of free-flowing traffic in the Borough. Addressing traffic congestion is a pressing issue now and in the short to medium term and requires consideration of how parking behaviour contributes to congestion, especially for on-street contraventions which cause nuisance and needless disruption to traffic flow.

- 1.5. The recent COVID-19 pandemic has placed additional pressure upon road space and upon parking services, and the council's resources as a whole. Whilst PCN issuance during the peak of the pandemic decreased, due to relaxation of some enforcement in accordance with London-wide guidance, the issuance of on-street PCNs has increased following the reinstatement of enforcement, returning to pre-COVID levels, and there is increased competition for parking, particularly around schools and businesses, which existing on-street parking space is not sufficient in capacity to manage. A range of measures such as school streets, social distancing in the public realm, are being put forward by the council to effectively manage the road network. It is important that re-banding is part of these measures to ensure there is a strong deterrent to parking in contravention, in order to protect parking and road space for all road users.
- 1.6. Barnet is making this application as part of its own package of measures to be delivered under the LTTS, in order to ensure that the value of the PCN continues to be a deterrent to the most serious contraventions, which include parking on the footway, in disabled bays and blocking bus and cycle lanes, which are increasingly impactful upon congestion, pedestrians and those travelling by other modes of transport.
- 1.7. The Borough, in parallel with this application, is refreshing its parking policy to ensure there is a robust basis for managing parking enforcement, which supports the LTTS and is effective in managing traffic congestion. The council will also seek to introduce Low Traffic Neighbourhood areas within Barnet in order to create more liveable environments for residents, encourage walking and cycling and improve air quality, and will also increase Control Parking Zones (CPZs) coverage where there is a case to do so. The COVID-19 pandemic is likely to result in longer term changes to commuter and movement patterns which may require changes to hours of controls in order to increase casual parking provision (to allow for shopping and socialising locally), and protect resident parking throughout the day.
- 1.8. The LTTS identifies that the direction of change in the borough is towards a more urban profile, though this change is not equally spread across the Borough. Golders Green and Colindale are predicted to exceed the current inner London average density levels by at least 30%, whilst other town centre areas will be at least 50% denser than existing Outer London averages. With this comes changes to the balance of travel modes, with public transport increasing in importance, whilst the road capacity remains finite and therefore the need for drivers to exhibit modifying behaviours becomes important.
- 1.9. In London there are two levels of PCN charges, Band A and Band B, reflecting the impact of parking contraventions in differing parts of London. There are also two categories of severity, higher and lower, which are linked to the specific nature of the contravention. In all instances, a 14-day 50% discount rule applies, and the discounted amounts are also shown below.

	Lower Severity	Higher Severity
Band A (LBB Proposed)	£80 (£40 discounted value)	£130 (£65 discounted value)
Band B (LBB present)	£60 (£30 discounted value)	£110 (£55 discounted value)

- 1.10. Barnet is currently in 'Band B', which used to be common for outer London authorities, with inner London being Band A. In recent years, however, some outer London Boroughs have moved to Band A in whole or in part, based on their experience of high levels of traffic and ongoing issues with compliance with parking restrictions. This includes our neighbouring outer London Borough of Enfield. The map at *Appendix 2* shows the existing position in London.

1.11. This change would see Barnet move to Band A and the higher level of charges, in effect increasing the payment for a PCN at discount amount by £10 to £65 and £40 (the rate that the majority are settled at).

## 2. Context and Existing Controls

2.1. In recent years, the Council's issuing of on-street parking PCNs has increased as shown in Table 1.

**Table 1: On-Street Parking PCNs in Barnet**

<b>On-Street Parking PCNs issued</b>		
	<b>2010/11</b>	99,882
	<b>2011/12</b>	121,484
	<b>2012/13</b>	150,211
	<b>2013/14</b>	150,456
	<b>2014/15</b>	135,840
	<b>2015/16</b>	138,296
	<b>2016/17</b>	148,843
	<b>2017/18</b>	148,141
Parking Enforcement contract recommissioned	<b>2018/19</b>	129,667
	<b>2019/20</b>	127,037
<i>COVID-19 adjusted figures</i>	<b>2019/20</b>	<i>131,143</i>

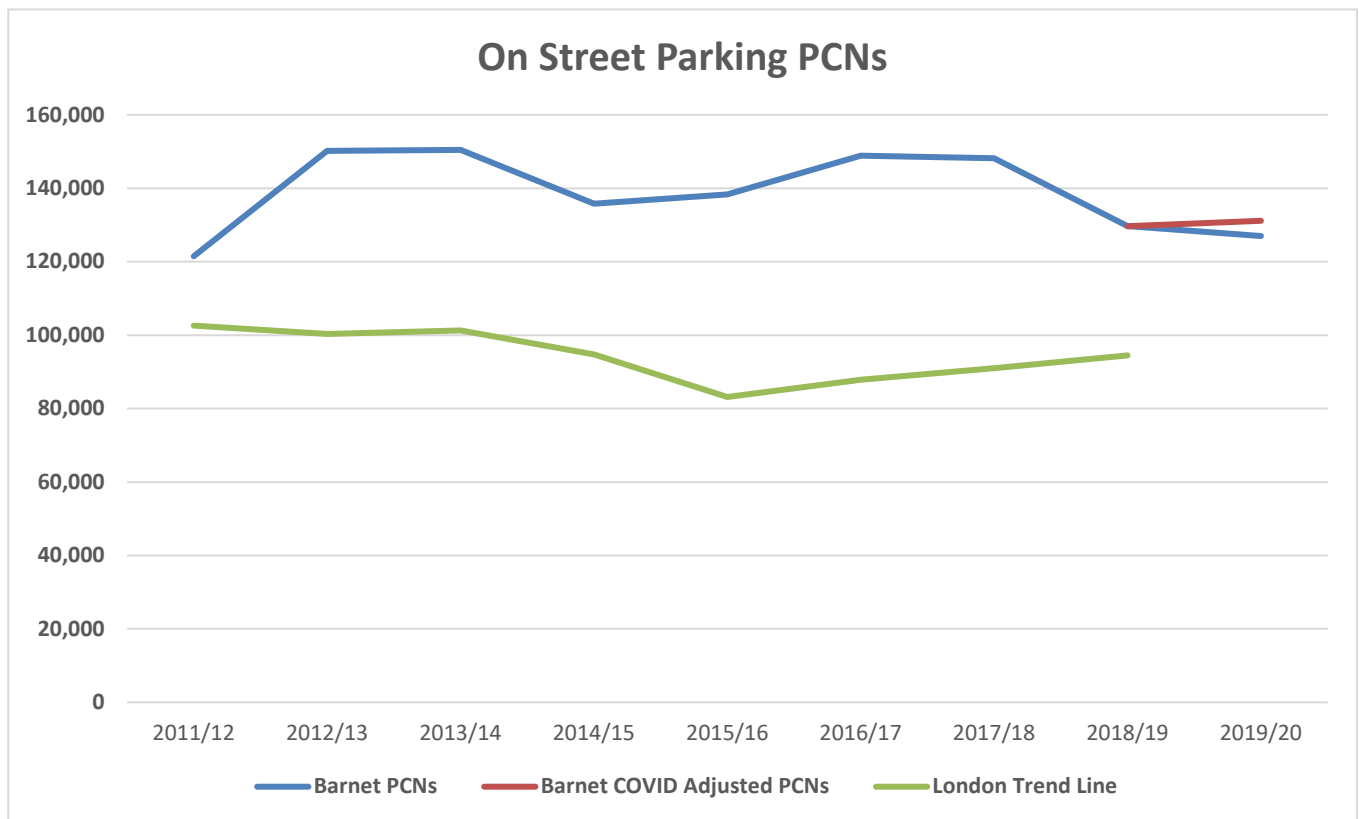
2.2. The nationwide ban in 2015 on the use of CCTV for the enforcement of parking contraventions, and the introduction of statutory grace periods, has had some impact upon compliance and PCN issuance during the following years. This impact is difficult to quantify however for Barnet, and there is a marked increase in PCN issuance for 2016/17 and 2017/18 which points to increased competition for road space and widened controls being introduced to manage demand.

2.3. In 2018 the council's parking enforcement contract was recommissioned. There was resulting uncertainty within the on-street enforcement team during this recommissioning period which affected morale, which is likely to have contributed to lower PCN issuance. Once the new contract commenced in November 2018, technology changes in the form of new handheld computers and software systems were rolled out to the on-street enforcement teams. The new handheld computers required training and adoption of new procedures which caused a significant drop in the issuance of PCNs for the month of November, and a smaller but still noticeable reduction in PCN issuance in December, January and February. In addition, the new contract introduced adjustments to working patterns which reduced the number of hours worked by Civil Enforcement Officers

(CEOs). The bedding in of the new contract undoubtedly led to a further reduction in the number of PCNs issued.

- 2.4. The new contract also saw the introduction of Automatic Number Plate Recognition (ANPR) technology which was rolled out as part of the enforcement operation in 2019/20. This technology required a change in working practices which Barnet believe also impacted upon morale and led to a drop in PCN issuance. ANPR enforcement has enabled the council to operate a more efficient enforcement operation, and the accommodation of more flexible deployment of enforcement resources, whilst maintaining a robust enforcement presence across controlled parking zones. During COVID-19, this has been able to support the safe deployment of civil enforcement officers, ensuring that health, safety and welfare of officers is protected.
- 2.5. COVID-19 has had an impact on the figures for 2019/20, as the UK entered into lockdown in March 2019, and the council reduced its enforcement in accordance with London-wide guidance. Both actual issuance figures, and adjusted figures, are presented in Table 1. The adjusted figures are made up of the actual issuance figures for the months of April 2018 through to February 2019, and a mean average monthly figure for March 2019.
- 2.6. Since 2011/12 Barnet has shown a significant increase in the level of PCNs issued. The impact of the new parking enforcement contract requires the Barnet PCN data in 2018/19 and onwards to be viewed within the context of changing patterns of deployment, as outlined in paragraphs 2.3 and 2.4. Adjusting for COVID-19, the trend continues upward in comparison to the wider London statistics. This is significantly above the London trend for the period as shown in Table 2 below. Data for London is not yet available for 2019/20.

**Table 2: PCNs in Barnet compared to London trend**



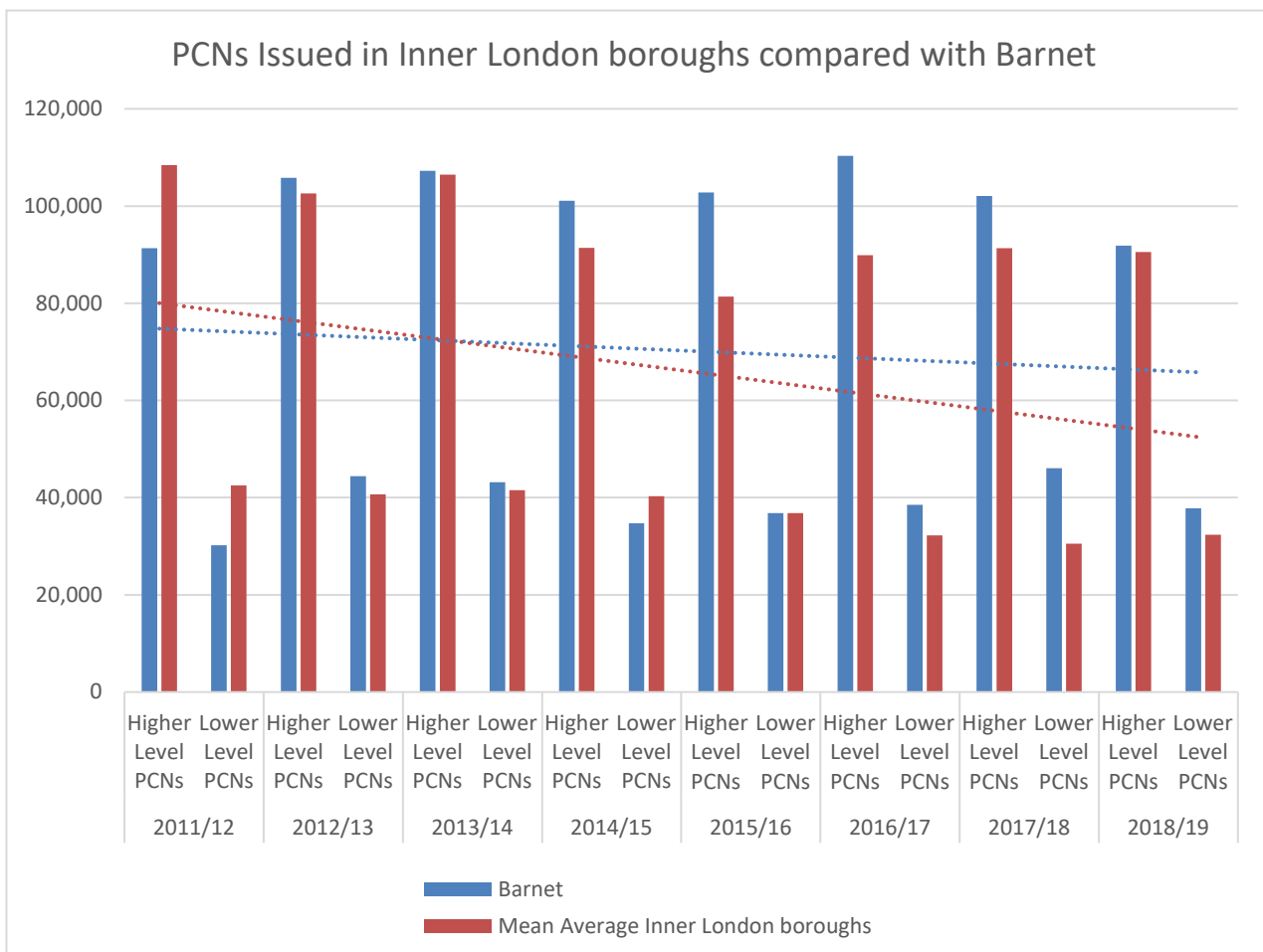


- 2.7. The borough has extensive CPZ provision with 36 CPZs in operation. CPZs have been introduced in most residential areas around shopping centres and major transport hubs such as underground stations where commuter parking has developed. The timing of CPZs varies, sometimes limited to an hour a day around transport hubs to discourage commuter parking but operating for most of the working day close to shopping areas to help ensure that residents can park close to their homes.
- 2.8. The borough also has an event day CPZ which operates when Saracens play home matches at Cophall Stadium and on 2 extra 'major events' days each year. The event day CPZ has not been in operation recently due to the COVID-19 pandemic but would resume once public fixtures are able to take place.
- 2.9. The Council operates 24 off-street car parks and 486 on street parking locations.
- 2.10. Parking enforcement is managed by NSL Ltd as part of a parking enforcement and related services contract. 46 CEOs are deployed either on foot or scooter. In addition to this, there are two mobile ANPR vehicles and a network of 72 Moving Traffic Contravention enforcement cameras located at key traffic sensitive locations within the borough.
- 2.11. Parking outside and in the general vicinity of schools is a challenging issue at many locations across the borough which can result in tension between residents and parents. While we continually seek to find the right balance between supporting residents and parents dropping off and picking up our priority at all times remains the safety of the school children. As noted in paragraph 1.5 this has been exacerbated during the COVID-19 pandemic and the borough has put in place temporary parking arrangements for school staff to assist with the return to school.
- 2.12. CCTV cameras are used to monitor school keep clear markings and will issue a PCN to any vehicle seen stopped for even a short time in these locations. Our CEOs regularly patrol the streets around the boroughs schools to provide a visible deterrent to inconsiderate and illegal parking.
- 2.13. Alongside parking enforcement, the Road Safety team undertake work with the schools directly to encourage parents to park responsibly and educate drivers about the pollution generated by idling vehicles and the impact on children's health.
- 2.14. Irrespective of these measures, there is a high level of non-compliance. An amendment of the PCN banding is considered an important factor to improving compliance based on the effect seen in other parts of London which have moved to Band A.
- 2.15. The reasons behind Barnet not seeing the lowering of PCNs issued more widely experienced across London are probably multi varied, and the continuing expansion of CPZs may be a significant contributory factor. As noted above, many other Boroughs would have experienced increases in parking controls and would also have been subject to other pressures, such as redevelopments and growth in resident numbers, that could explain an increase in the number of PCNs issued.
- 2.16. The trend may also arise from the impact of growth in the Borough and shift towards a more urban profile of resident density in parts without an increase in road space, so there is more competition for that finite space. The borough is certain to experience a sustained level of growth in the coming years. The LTTS includes the baseline assumption that by 2030 there will have been a 13% increase in borough population, which is expected to come predominantly from wards in Golders Green (the Brent Cross redevelopment), Colindale, Mill Hill, West Hendon and Brunswick Park. In common with other outer London boroughs, there is a high demand for new housing and the minimum ten year target for

Barnet as set by the London Plan, and applicable from 2015 to 2025, is for 23,489 additional homes to be built.

- 2.17. There is also less impact, to date, in Barnet of some of the drivers for modal shift seen in central London, such as increases in cycle infrastructure, the impact of the Congestion Charge and the adoption of more healthy streets activities designed to reduce car use and support lower car ownership levels. The LTTS proposes a number of initiatives to encourage such modal shift, but these will take time to deliver benefits to our residents.
- 2.18. Ultimately the Council's aim is to improve driver behaviour and reduce contraventions, as part of its statutory duty to manage the road network, and the issuing of more PCNs is not the Council's intention. Reducing contraventions of parking regulations is intended to support the movement of traffic including buses, road safety, protection of parking for local resident and business use against commuters and aid the turnover of spaces to support High Street vitality. This is not a new position; the Council has a long-standing expressed desire to increase compliance with parking restrictions. Traffic congestion and parking is a chief concern for our residents, 19% of residents surveyed in 2017 in the Council's Annual Residents Survey identified congestion as their number one issue in the borough. Requests for enforcement and complaints in relation to enforcement issues received by the Council's parking team have increased by 80% since 2015.
- 2.19. It is noted that there has been a freeze on the value of PCNs in London since 2011 and the effect of inflation since then has been to see the financial sanction of the PCN drop by around 25% in real terms. Against this, and over this period, the Borough's charges relating to vehicles have increased in line with inflation and many charges now reflect the emissions of the vehicle. The impact of the PCN has therefore reduced over time.
- 2.20. In the past two years, 39% of PCNs have been issued to a motorist who has already paid at least one other PCN in Barnet within the same period. This strongly suggests that the impact of the PCN is not a sufficient deterrent for many motorists. Indeed, 23% of PCNs were issued where the motorist had already paid for two or more PCNs during the same period of time.
- 2.21. Barnet is not alone in outer London Boroughs in experiencing an ongoing persistent level of contravention of PCNs. The London Boroughs of Waltham Forest and Enfield have been approved for Band A PCN charges recently and neighbouring Haringey is also in Band A. The London Boroughs of Hounslow and Ealing have also begun the process of applying for Band A. London Borough of Greenwich received approval from London Councils Transport and Environment Committee and the Secretary of State to place the whole borough area in Band A in late September 2020
- 2.22. Analysis of the parking policies of those boroughs where the number of PCNs issued has declined suggest that the effect of increasing the amount of the PCN has been a causal factor and that this has seen increased compliance with restrictions.
- 2.23. As noted in paragraph 1.3, the Borough is changing in character and will see increased population density exceeding inner London levels in some areas. Inner London boroughs are largely already situated in Band A for on street contraventions. Analysis of the trend in PCNs issued in inner London boroughs against Barnet over time shows that PCNs issuance in inner London is falling faster than in Barnet. This is likely to be due to a number of factors as discussed in paragraph 2.15 in addition to the added deterrent effect of the increased PCN. Table 3 below compares the issuance of PCNs in Barnet compared to inner London boroughs.

**Table 3: Barnet PCNs compared to Inner London boroughs**



2.24. The Council therefore must focus on managing the growth in traffic and associated congestion arising from new development in the short term, as most infrastructure measures are medium to long term and will rely on funding and strategic partners to secure their delivery. Barnet needs to act and identifies in the LTTS effecting behavioural change as a significant opportunity to managing congestion. Therefore, the application to re-band PCNs is being made to encourage behavioural change by re-emphasising the importance of not contravening.

### 3. Consultation

3.1. The Borough conducted a consultation about PCN re-banding through the 'Engage Barnet' portal between May and August 2019. Further information on the consultation and survey results are attached at *Appendix A*.

3.2. The results of the consultation show that the majority of those that responded to the consultation are strongly against the proposal. This is not surprising given the general public attitude to parking management and enforcement and a potential increase in the PCN level. There is an active and motivated motorist network, supported by a parking blog, in Barnet who are likely to have responded to the consultation. The consultation did not attract a large number of responses and despite the comments made by the relatively small number of survey respondents, the evidence as set out in the LTTS with regard to congestion and capacity presents a strategic imperative to proceed with these proposals.

3.3. A public consultation was carried out on the LTTS in 2020, which elicited very positive support for the council's proposals. This may be taken as evidence of support for encouraging behaviour change, and the council taking efforts to drive down parking contraventions. However, the LTTS consultation did not include specific questions on the re-banding proposal and so did not invite direct comment on this application. The LTTS

will require funding to deliver its benefits, to drive down congestion and improve air quality, and any surplus revenue arising from the parking reserves will contribute to this. In addition, the LTTS measures need to be delivered to take steps to better manage traffic and parking in the borough and encourage behaviour change. This application to re-band PCNs seeks to ensure there is a sufficient deterrent to motorists contravening, and therefore laying the ground for the implementation of the LTTS.

- 3.4. A persistent theme in the consultation comments was the past performance of the Parking Service in Barnet. In recent years, the Borough has improved the performance of the Parking Service with adjudicator win rates increasing from 38% to 56% most recently. It is felt that the service provided is more robust and of a higher quality which would support a change to the banding without a high level of incidences of penalising people erroneously.
- 3.5. One of the key recommendations made in the consultation comments was to create more parking provision on-street, to make it easier for people to find places to park. The balance of resident, business and leisure/casual parking is continually under review with the introduction of traffic schemes. The LTTS has discounted the option of increasing capacity because evidence shows that it rarely alleviates congestion in the long term, and the effect is to increase trips made by car. This would exacerbate existing public health issues associated with car use such as poor air quality, traffic accidents and obesity. It is difficult to balance the needs of all road users, and the LTTS sets a direction which the refresh of the borough's parking policy will build upon, to achieve this balance.
- 3.6. It is understood that the proposal will not be universally popular but would result in contravening motorists receiving PCN at a rate that is broadly comparable with those faced by residents, businesses and visitors in other Boroughs with similar parking conditions, such as Enfield and Waltham Forest. It is worth noting that PCNs are only issued to motorists parking in contravention, and there is an established challenge and appeals process in place if recipients feel a PCN was unjust. The desired impact of the proposals with regard to reducing repeated parking contraventions are likely to be welcomed by parts of the community.
- 3.7. Comparing the consultation responses for Barnet with that of other Boroughs who have conducted similar surveys for the purpose of PCN re-banding shows that the responses in Barnet were anomalous. Of the other Boroughs that have conducted surveys, the responses were as follows:

	In favour	Not in favour	Neither agree nor disagree
LB Barnet	21%	76%	2%
RB Greenwich	76%	17%	8%
LB Enfield	56%	40%	5%

- 3.8. Whilst the methodology of consultation likely varied between Boroughs, it is clear that in other London Boroughs residents were more in favour of re-banding than not. It seems unlikely that the residents of Barnet on the whole are significantly different in their view on such matters than other London residents. It is possible that the survey results were influenced by responses from highly motivated commentators. Some of these may have been prompted by the active blogging community that comments on parking and other matters in the Borough, who promoted the consultation in their blogs. Whilst in no way invalid or unhelpful in providing comment and feedback, these responses may not reflect the wider opinion within the Borough.
- 3.9. In Barnet, the vast majority of survey respondents (87%) identified themselves as motorists whose main mode of transport in the borough is driving a vehicle. This contrasts with Enfield where 53% of those surveyed drive in the borough a lot of the time. However, conclusions may not be drawn between relatively small survey responses. It is noted in

the LTTS that Barnet has particularly high car use compared to other Outer London boroughs, and particularly in the north of the borough, and has the second highest car ownership in London. The borough is therefore particularly car driven and strategically, with the growth expected in the borough as cited in the LTTS, managing road space becomes an especially critical issue. Given the importance of the traffic management benefits sought for all residents, businesses and visitors to Barnet, it is considered important to advance this application in order to support the LTTS commitment to improve parking management within the borough, and reduce congestion.

- 3.10. The Council has considered the potential equalities impact of these proposals and completed an initial Equalities Impact Assessment of the re-banding application. This is attached at *Appendix B*. It should be noted that the most vulnerable groups are likely to be disproportionately affected by illegal parking and further analysis of the anticipated benefits of re-banding for the wider community is provided at section 4.
- 3.11. The Council received a report to its Environment Committee in January 2020 in respect of these proposals and the public consultation, and having considered the public consultation and the report, approved this application being made to TEC.

#### **4. Expected Benefits**

- 4.1. The key benefit of applying for Band A to increase the level of sanction to achieve an increase in compliance with parking restrictions. This will have consequential benefits to the Borough that are becoming ever more necessary as the Borough looks into a future with more growth and changes to the way people travel, own vehicles and fuel them. The consequential benefits are set out as follows.
- 4.2. **Traffic Flow and Congestion** – including bus movements. By ensuring vehicles parked where they are not permitted have a stronger sanction, it is intended to help reduce incidences of vehicles stopping in places which hinder traffic flow, including where people are stopping at bus stops and hindering bus stopping. The change to the PCN band alone is not the only measure to aid this and the Borough has recently agreed to the introduction of the vehicle removal service in support of this enforcement activity. These proposals support the LTTS objective to keep the Borough moving, and the Corporate Plan which states that delivering this will involve using enforcement to increase compliance and support traffic to move smoothly and safely.
- 4.3. **Protection of spaces for dedicated users** – The Borough already has some spaces that are reserved for the use of specific users, including those disabled badge holders who qualify for a dedicated disabled bay. As the Borough invests in electric vehicle charging stations and marks out dedicated spaces in them, it is essential that these are not misused and along with the investment in the vehicle removal service, the re-banding would put in place a stronger deterrent which will contribute to the LTTS objective to make the transport system as accessible as possible regardless of age, ability and income, and to limit the negative impacts of transport.
- 4.4. **Vehicle Turnover in paid spaces** – The Borough's parking charges for paid casual parking and car parks are set to reflect local needs and to support the High Street. A higher PCN charge would help to ensure that vehicles are not left in car parks longer than paid for or longer than the maximum permitted time. Vehicle turnover helps support the High Street and support local business through making it more likely that visitors can find a space close to their destination. The ability to find a space (or a lack of spaces) has been shown in previous studies to be a more influential than price and often second only to parking location in people's reasons for choosing where they visit for parking.

- 4.5. **Air Quality** – The removal of vehicles from obstructing the road and adding to journey times and congestion, as well as improving space turnover so that vehicles are not circling for spaces, along with improvements for bus journeys, is expected to improve air quality in the Borough. It would also allow the Council to ensure that electric vehicle charging facilities are not misused to keep these available for electric vehicles. The LTTS identifies air quality as a key challenge; 6.5% of all deaths in Barnet are caused by poor air quality. Combined with other initiatives that the Borough has and new initiatives arising from the LTTS, this will support the desire to see a significant shift in air quality in the Borough.
- 4.6. **Safety** - the Council is receiving an increasing number of complaints and requests for enforcement, many of which cite safety concerns. Parking at school pick up and drop off times can escalate into a safety issue, with a small minority of parents/carers parking in a dangerous and obstructive manner. Schools are frequently visited by enforcement teams to act as a deterrent, but the behaviour persists. At best the behaviour is an annoyance and obstruction to local residents, at worst it has potential to endanger children and block access for emergency vehicles. Another source of resident contact is requesting parking enforcement for vehicles parked across driveways or by other means blocking access for refuse collection and emergency vehicles. The issuing of a PCN at a higher rate has the potential to deter the motorist from repeatedly parking in the same place, and to consider seeking a legal parking space rather than risk a second PCN. The proposal supports the LTTS objective to improve the road network and transport system in Barnet so that it is safe and residents and visitors feel safe across all transport modes. Any surplus revenue derived from parking reserves will allow for the provision of enhanced transport schemes in the borough and further support achievement of the LTTS.

## 5. Conclusion

- 5.1. Barnet will continue to experience significant parking pressure across the borough. Moving to Band A will enable the borough to reinforce the deterrent effect of the PCN and help to protect parking and road space for other road users and especially vulnerable groups who are disproportionately affected by illegal and obstructive parking.
- 5.2. The borough is in a sustained period of growth which puts ever increasing strain on its traffic network. The LTTS seeks those changes necessary to improve its public transport network and journey times, especially for cross borough routes. Improving compliance with parking restrictions and behaviour change are elements of the strategy which the borough can take action upon now, whereas the longer-term proposals within the strategy will take time to materialise and require significant funding and stakeholder support. Barnet therefore is applying to move to Band A in order to take steps towards improving compliance which see a meaningful impact in the shorter term.
- 5.3. Barnet have consulted its neighbouring boroughs in regard to this application.
- 5.4. London Borough of Haringey confirmed by email on 30 September that Haringey are already at Band A, and as a consequence have no issue and support Barnet's application to align with neighbouring boroughs. London Borough of Brent confirmed by email on 1 October that they understand the reasoning behind Barnet's proposal to move to Band A, that they believe the case put forward by Barnet is convincing and is supported by London Borough of Brent. London Borough of Enfield confirmed they have no objection to Barnet changing their PCN tariffs by email on 2 October 2020. London Borough of Camden confirmed they have no objection to Barnet changing their PCN tariffs by email on 5 October 2020.

## 6. Request

- 6.1. It is requested that London Council's TEC agree in permitting a change to the London Borough of Barnet's PCN bands from Band B to Band A, so as to achieve the positive outcomes for traffic management outlined within this letter.
- 6.2. With TEC's approval, London Councils and Barnet officers will agree timescales for advancing this request to the Greater London Authority and onwards, to the Secretary of State.

Yours sincerely



London Borough of Barnet

## **Appendix A – Consultation Summary**

### **Penalty Charge Notice Re-banding Proposal Consultation**

#### **Introduction**

Public consultation was carried out on a proposal to increase Penalty Charge Notice (PCN) tariffs in Barnet. The consultation was advertised on the Engage Barnet website from 25 April 2019 to 1 September 2019.

The consultation published on Engage Barnet consisted of an introductory statement, a frequently asked questions document, and a questionnaire. These background documents are available upon request.

The consultation presented evidence from other boroughs who have raised the PCN tariffs and have found that fewer PCNs have been issued as a consequence. The consultation proposal was to increase the PCN tariff in order to act as a greater deterrent to inconsiderate and illegal parking, which causes congestion and inconvenience to other motorists.

During the consultation period, a numerical error in the introductory statement was reported. The error was in the statement that said ‘the number of PCNs issued have increased by **almost 70%** between 2010/11 and 2017/18’. The correct percentage was ‘The number of PCNs issued has increased by **almost 50%** between 2010/11 and 2017/18’

The decision was taken to correct the statement and to keep the consultation open for a further month, with a note added to the header of the consultation to explain the error and reason for extending the consultation.

Two sets of survey results have been collected. The first set of results are from the period 25 April 2019 to 31 July 2019. The second set of results are from the period 2 August – 1 September which is the extended consultation period.

#### **Summary of consultation responses**

272 respondents completed the survey during the first consultation period. 41 respondents completed the survey during the second consultation period. Not all respondents answered each question.



Respondents were asked questions about their travel in Barnet, and then asked their view on the proposal to increase tariffs:

**To what extent do you agree or disagree with the proposal to change the Penalty Charge Notice (PCN) band from Band B to Band A? (Please tick one option only)**

Answer Choices	Responses Survey Period 1		Responses Survey Period 2		Total	
Strongly agree	16.17%	43	15.79%	6	16.12%	49
Tend to agree	5.26%	14	5.26%	2	5.26%	16
Neither agree nor disagree	1.88%	5	5.26%	2	2.30%	7
Tend to disagree	3.76%	10	7.89%	3	4.28%	13
Strongly disagree	72.93%	194	65.79%	25	72.04%	219
Don't know	0.00%	0	0.00%	0	0.00%	0
Total Answered		<b>266</b>		<b>38</b>		<b>304</b>
	<b>Skipped</b>	<b>7</b>	<b>Skipped</b>	<b>3</b>		

Survey respondents who disagreed with the proposal were asked to tell us why they disagreed, and if they had any other suggestions on actions the Council could consider taking to achieve greater compliance with parking regulations.

### **Background papers**

Copies of the consultation material, Frequently Asked Questions document, survey questionnaire and consultation responses are available upon request.

## Appendix B – Initial Equalities Impact Assessment

### Initial Equality Analysis (EIA) Resident/Service User

<b>1. Details of function, policy, procedure or service:</b>	
<b>Title of what is being assessed:</b> Penalty Charge Notice Re-banding Proposal	
<b>Is it a new or revised function, policy, procedure or service?</b> A revision of the level of charges applied to existing parking Penalty Charge Notices (PCN).	
<b>Department and Section:</b> Environment Directorate	
<b>Date assessment completed:</b> 18 December 2019	
<b>2. Names and roles of people completing this assessment:</b>	
<b>Lead officer</b>	[REDACTED]
<b>Other groups</b>	N/A
<b>3. Employee Profile of the Project</b>	<b>Will the proposal affect employees?</b> Limited The proposals will not significantly affect employees as the proposals are a revision of existing charges levied to motorists in contravention of traffic restrictions.

<b>4. How are the following equality strands affected?</b> <i>Please detail the effect on each equality strand, and any mitigating action you have taken / required. Please include any relevant data. If you do not have relevant data please explain why / plans to capture data</i>			
Equality Strand	Affected?	Explain how affected	Indicate what action has been taken / or is planned to mitigate impact?
<b>1. Age</b>	No	The revision of parking Penalty Charge Notice charges will apply equally to all motorists regardless of age.  Young people  The elderly	No action is required.
<b>2. Disability</b>	Yes	The revision of parking charges will apply equally to all motorists. Existing arrangements for parking for people qualifying for a disabled persons' badge do not change. The revision is	The proposal is therefore anticipated to bring benefits to this group in terms of being able to use the highway as designed.

		<p>being proposed in order to increase the deterrent effect of the PCN, which will over time result in fewer contraventions such as illegal parking in bays which are allocated for disabled people.</p> <p>It is also anticipated that occurrences of obstructive or dangerous parking will decrease which should benefit disabled people (examples include parking on or otherwise blocking access to the footway). The proposal is therefore anticipated to bring benefits to those with disabilities in terms of being able to use the highway as designed.</p>	
<b>3. Gender reassignment</b>	No	The revision of parking Penalty Charge Notice charges will apply equally to all motorists regardless of gender identification.	No change.
<b>4. Pregnancy and maternity</b>	Yes	It is anticipated that occurrences of obstructive or dangerous parking will decrease which should benefit pregnant and maternal woman through the reduction in blocked access to footways and pedestrian crossings, and illegal parking around schools. The proposal is therefore anticipated to bring benefits to this group in terms of being able to use the highway as designed.	The proposal is therefore anticipated to bring benefits to this group in terms of being able to use the highway as designed.
<b>5. Race / Ethnicity</b>	No	The revision of parking Penalty Charge Notice charges will apply equally to all motorists	No change.

		regardless of race or ethnicity.	
<b>6. Religion or belief</b>	No	The revision of parking Penalty Charge Notice charges will apply equally to all motorists regardless of religion or belief.	No change.
<b>7. Gender / sex</b>	No	The revision of parking Penalty Charge Notice charges will apply equally to all motorists regardless of sex or gender identification.	No change.
<b>8. Sexual orientation</b>	No	The revision of parking Penalty Charge Notice charges will apply equally to all motorists regardless of sexual orientation.	No change.
<b>9. Marital Status</b>	No	The revision of parking Penalty Charge Notice charges will apply equally to all motorists regardless of marital status	No change.
<b>10. Other key groups?</b>			
<ul style="list-style-type: none"> <li>• Carers</li> </ul>	Yes	The revision is being proposed in order to increase the deterrent effect of the PCN, which will over time result in fewer contraventions such as illegal parking in bays which are allocated for disabled people, and resident bays, which can be used by carer permit holders.	The proposal is therefore anticipated to bring benefits to this group in terms of being able to use the highway as designed.
<ul style="list-style-type: none"> <li>• People with mental health issues</li> </ul>	No	No anticipated impact.	No action required.
<ul style="list-style-type: none"> <li>• Some families and lone parents</li> </ul>	Yes	It is anticipated that occurrences of obstructive or dangerous parking will decrease which should benefit families and lone parents	The proposal is therefore anticipated to bring benefits to this group in terms of being able to use the highway as designed.

<ul style="list-style-type: none"> <li>• <b>People with a low income</b></li> <li>• <b>Unemployed people</b></li> <li>• <b>Young people not in employment education or training</b></li> </ul>	<p>Limited</p> <p>Limited</p> <p>Limited</p>	<p>through the reduction in blocked access to footways and pedestrian crossings, and illegal parking around schools.</p> <p>This group may be impacted more than the general population by the revision to charges in the event that a motorist within a low income group is issued with a Penalty Charge Notice (PCN) at the revised banding.</p> <p>This group may be impacted more than the general population by the revision to charges in the event that a motorist within a low income group is issued with a Penalty Charge Notice (PCN) at the revised banding.</p> <p>This group may be impacted more than the general population by the revision to charges in the event that a motorist within a low income group is issued with a Penalty Charge Notice (PCN) at the revised banding.</p>	<p>There are established statutory procedures in place for appealing a PCN and payment plans are agreed in cases of proven financial hardship. No further mitigation is anticipated to be required in respect of this proposal.</p> <p>There are established statutory procedures in place for appealing a PCN and payment plans are agreed in cases of proven financial hardship. No further mitigation is anticipated to be required in respect of this proposal.</p> <p>There are established statutory procedures in place for appealing a PCN and payment plans are agreed in cases of proven financial hardship. No further mitigation is anticipated to be required in respect of this proposal.</p>
--	--	--	---

**5. Please outline what data sources, measures and methods could be designed to monitor the impact of the new policy or service, the**

**achievement of intended outcomes and the identification of any unintended or adverse impact?**

*Include how frequently monitoring could be conducted and who will be made aware of the analysis and outcomes*

It would not be permissible to gather data on the above measures for individuals who may be impacted as such data is not gathered upon the issuing of a Penalty Charge Notice.

Information on the issuance of PCNs is reported by London Councils for all London Boroughs, and the Council in addition publishes its own statistics on PCNs on the Open Barnet website.

The beneficial impacts on the groups identified may be measured through the level of complaints and requests for enforcement received by the parking team. Available data on such requests shows these have increased by 80% since 2015.

**6. Initial Assessment of Overall Impact**

<b>Positive Impact</b>  √	<b>Negative Impact or Impact Not Known<sup>1</sup></b>	<b>No Impact</b>
---------------------------------	--	------------------

**7. Scale of Impact**

<b>Positive impact</b>  √	<b>Negative Impact or Impact Not Known</b>	
---------------------------------	--	--

**8. Outcome**

<b>No change to decision</b>  √	<b>Adjustment needed to decision</b>	<b>Continue with decision (despite adverse impact / missed opportunity)</b>	<b>If significant negative impact - Stop / rethink</b>
---------------------------------------	--------------------------------------	---	--

**9. Please give a full explanation for how the initial assessment and outcome was**

<sup>1</sup> 'Impact Not Known' – tick this box if there is no up-to-date data or information to show the effects or outcomes of the function, policy, procedure or service on all of the equality strands.

**decided.**

The Council's Strategic Equalities Objective is: that citizens will be treated equally, with understanding and respect, and will have equal access to quality services which provide value to the tax payer.

The revision of PCN charges intends to increase the deterrent effect of the PCN and so reinforce the existing adopted Parking Policy in its application, in particular regard to the reduction of illegal and obstructive parking, which also supports the Councils commitment to a pleasant, well maintained borough that we protect and invest in. There is no specific information that groups of citizens will be disproportionately impacted by the change and the changes are intended to help improve environmental conditions that will benefit communities.

### **Appendix C – Schedule of Boundary Roads in Barnet with Band B areas**

Road	Boundary	Current Status
A5 (Edgware Road)	Harrow and Brent	Band B
Cool Oak Lane	Brent	Band B
Kingsbury Road	Brent	Band B

Please refer to attached map showing boundaries.



## Appendix 2: Existing Bandings in London

### Existing on-street penalty charge bands

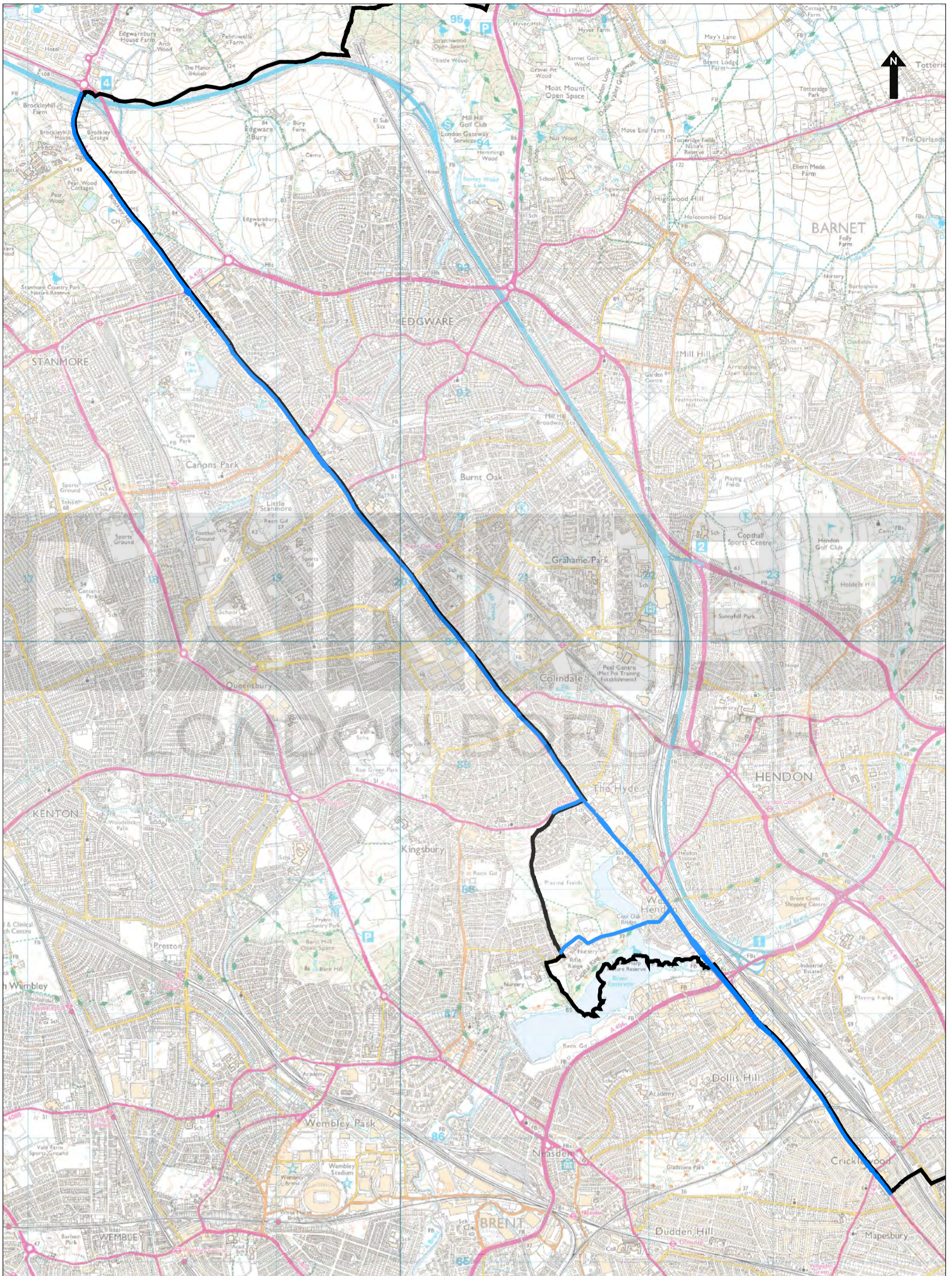


### Existing off-street penalty charge bands





# Boundary roads with bordering parking controls



19°00'00"m

19°00'00"m



Date: 21/09/2020  
~ 1:30000 @ A3  
Created By: Environment Directorate

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Sadiq Khan  
Mayor of London  
Greater London Authority  
City Hall  
The Queen's Walk  
London  
SE1 2AA

Contact: Spencer Palmer

Direct line: [REDACTED]

Email: [REDACTED]

Date: 23 October 2020

Dear Mr Khan

**Additional parking penalties and related charges for the London Borough of Barnet**

On 15 October 2020, London Councils' Transport and Environment Committee considered a proposal for changing the level of Additional Parking Charges applicable on borough roads in the London Borough of Barnet and in accordance with the relevant legislation have instructed me to seek your approval for a change to the charges. The report considered by the Committee in reaching its decision is attached to this letter. It can also be found on our website.

The report sets out Barnet's proposal to change from Band B to Band A charges across the borough. This change is intended to help improve compliance with essential traffic and parking management measures. I am therefore writing to request your approval of the proposed change set out above.

The borough would prefer to implement this change from 1<sup>st</sup> February 2021. It would be helpful, therefore, if you were able to agree this as soon as possible to allow the Secretary of State the statutory 28 day period to decide if he will exercise any veto and give time for the change to be advertised three weeks in advance, as required by legislation.

Should you require any further information, please do not hesitate to contact me.

Yours sincerely



Spencer Palmer  
Director, Transport and Mobility

Cc: Heidi Alexander – Deputy Mayor for Transport

[Redacted]

---

**From:** [Redacted]  
**Sent:** 13 September 2021 12:54  
**To:** [Redacted]  
**Subject:** RE: GLA's response re: Barnet's band change

**From:** [Redacted] <[Redacted]@london.gov.uk>  
**Sent:** 10 November 2020 12:05  
**To:** Spencer Palmer [Redacted]  
**Cc:** [Redacted] Tim Steer <[Redacted]>  
**Subject:** RE: Spencer's letter to Sadiq re: Barnet's band change

Dear Spencer

Thank you for your letter to the Mayor dated 23 October regarding a request from the London Borough of Barnet to change the parking band in the borough.

Having now reviewed the documents provided, I am writing to request further information to ensure the Mayor has appropriate information in considering this request. Could you please provide a copy of the consultation report prepared following the public consultation, showing how Barnet responded to the issues raised, and a copy of the consultation materials? We note that there was no comment on any response received from London Borough of Harrow; was it the case that no response was received from the borough and does that remain the case?

We have noted the request for a decision to be taken in time for implementation by 1 February 2021 but, depending on the time taken for the information above to be provided, this may be challenging timeline. I know this will be disappointing to the borough but I hope you can appreciate the process to be followed, as well as the current unprecedented circumstance we're working in, may make this a challenging timeline for all stages of the process to complete.

Kind regards,

[Redacted]

**Transport Team Manager, Transport, Infrastructure and Connectivity**  
GREATERLONDONAUTHORITY  
City Hall, The Queen's Walk, London SE1 2AA

[Redacted]

[REDACTED]

---

**From:** [REDACTED]@Barnet.gov.uk>  
**Sent:** 17 December 2020 15:57  
**To:** [REDACTED]  
**Cc:** Tim Steer; [REDACTED]; Andrew Luck [REDACTED]  
**Subject:** RE: GLA's response re: Barnet's band change  
**Attachments:** PCN Rebanding Questionnaire.pdf; Parking Penalty Charge Notices (PCNs) Consultation Engage Barnet.pdf; Frequently Asked Questions - PCN rebanding.pdf; Consultation results first period.xlsx; Consultation results second period.xlsx

Dear [REDACTED]

Thank you for your email below to Spencer Palmer at London Councils.  
Apologies for the delay in coming back to you on those points.  
We note that the original timescales posed were challenging and we are aware there is a process to follow so keen to work with you on this, and ensure we provide all information to support our application.  
In regard to the two points raised in your email, please find our initial response below.  
On London Borough of Harrow, we believe that officers are supportive and can confirm our request to them has been passed to the relevant service Director. We will provide you with an update from them as soon as we receive it.  
In regard to consultation, attached are the consultation materials and results from the engagement process we undertook last year:

- Questionnaire (this is a PDF print out of the questionnaire which was a Survey Monkey format hosted on Engage Barnet: <https://engage.barnet.gov.uk/>)
- Consultation Summary (this was the summary content hosted on Engage Barnet)
- Frequently Asked Questions document (this was a document download on the consultation page)
- Consultation responses for each phase (the consultation was extended as noted in the appendix to our proposals)

As noted within our application, we believe this consultation attracted response and comment predominantly from motorists who are active within the blogging community at Barnet. We are working on an approach to engage with the wider public and specifically those groups most affected by illegal parking. This approach is being developed in tandem with wider proposals the borough is taking forward, such as the introduction of cycle lanes, which are in support of the Mayor's Transport Strategy and have similarly attracted opposition from motorists. As such we would really welcome your thoughts and any other queries you may have on our proposals with regards to engagement, to ensure that we capture this within our engagement piece.

In addition, if you had any other comments or questions on our application please let us know.

Kind regards

[REDACTED]

**Environment Directorate**

[REDACTED]  
[London Borough of Barnet, 2 Bristol Avenue, London, NW9 4EW](#)

---

**From:** [REDACTED]@londoncouncils.gov.uk]  
**Sent:** 10 November 2020 15:13  
**To:** [REDACTED]@Barnet.gov.uk>; [REDACTED]@Barnet.gov.uk>  
**Cc:** Andrew Luck [REDACTED]  
**Subject:** FW: GLA's response re: Barnet's band change  
**Importance:** High

Hi [REDACTED]

I hope this email finds you both well.

Please see below a response from the GLA regarding your recent Band Change Proposal – it should come as no surprise to you that they require further information.

I would be grateful if you could draft a response in accordance with their questioning below as soon as possible but note (as previously discussed with [REDACTED]), it is unlikely that you will be in a position to 'go live' in time for 1 February 2020.

Andy and I will be happy to review your draft should you require us to do so but what we do advise is that you formulate and send your response directly to the following people and copy myself and Andy in:

[REDACTED]  
Any problems with the above advice, please let me know.

Many thanks and kind regards (and good luck with this next stage of the process!)

---

**From:** [REDACTED] <[REDACTED]@london.gov.uk>

**Sent:** 10 November 2020 12:05

**To:** Spencer Palmer [REDACTED]

**Cc:** [REDACTED] Tim Steer [REDACTED]

Spencer's letter to Sadiq re: Barnet's band change

Dear Spencer

Thank you for your letter to the Mayor dated 23 October regarding a request from the London Borough of Barnet to change the parking band in the borough.

Having now reviewed the documents provided, I am writing to request further information to ensure the Mayor has appropriate information in considering this request. Could you please provide a copy of the consultation report prepared following the public consultation, showing how Barnet responded to the issues raised, and a copy of the consultation materials? We note that there was no comment on any response received from London Borough of Harrow; was it the case that no response was received from the borough and does that remain the case?

We have noted the request for a decision to be taken in time for implementation by 1 February 2021 but, depending on the time taken for the information above to be provided, this may be challenging timeline. I know this will be disappointing to the borough but I hope you can appreciate the process to be followed, as well as the current unprecedented circumstance we're working in, may make this a challenging timeline for all stages of the process to complete.

Kind regards,

[REDACTED]  
**Transport Team Manager, Transport, Infrastructure and Connectivity**

**GREATERLONDONAUTHORITY**

City Hall, The Queen's Walk, London SE1 2AA

## Introduction

We are consulting on proposals to change parking PCN tariffs in Barnet from Band B to Band A. We believe that by introducing Band A PCNs in Barnet, this will be an effective deterrent and will reduce the number of incidences of inconsiderate parking.

Please note: There will be no change to PCNs issued for moving traffic contraventions which are already at the higher tariff. You can find out more information on what a moving traffic contravention is and how these are enforced on our website [here](#).

Please refer to the table below for a comparison of Band A and Band B.

PCN Band Level	Higher (Discount)	Lower (Discount)
A (proposed)	£130 (£65)	£80 (£40)
B (current)	£110 (£55)	£60 (£30)

For more information on our proposal please take the time to read our [FAQ document](#) and then complete this short questionnaire. It should only take about 5 minutes of your time.

Thank you for your time – your participation is greatly appreciated.

Please select 'Next' to continue on to the next page.

## SurveyMonkey and data protection

Barnet Council uses SurveyMonkey to host questionnaires, and to store and analyse the data collected through these questionnaires. The council has investigated SurveyMonkey and is satisfied with its data assurance and legal framework.

The council does not collect personal information in this questionnaire, which means the information you provide is anonymous. We do not ask for your name, address, email address, telephone number, full post code or any other information that would allow us to identify you. The information you choose to give us in the equalities questions is also anonymous so we cannot identify you from it.

Since the data we collect is anonymous, it is not considered to be personal data under data protection legislation (such as the General Data Protection Regulation or the Data Protection Act 2018).

If you have any questions about this statement please email [first.contact@barnet.gov.uk](mailto:first.contact@barnet.gov.uk).

How to complete this questionnaire:

We have tried to make the questionnaire as easy as possible to complete.

Many of the questions have a range of options for you to choose from. Please choose the option closest to your opinion and tick the relevant box or boxes.

Please select 'Next' to continue on to the next page.

Section 2: How you travel around the borough (continued)

We are interested in understanding how you currently travel around the London Borough of Barnet.

Please note when we refer to motorised vehicles these include cars, trucks, vans, scooters and motorbikes, and could be owned by your-self or rented.

1. How do you travel around the borough? (Please tick all that apply)

- As a driver of a motorised vehicle or ride on a motorbike or scooter
- As a passenger of a motorised vehicle
- As a passenger in a taxi/cab
- By bus
- By tube
- Walk
- Bicycle
- Other (please specify below)



2. How often do you drive a motorised vehicle within the borough? (Please tick one option only)

- A lot of the time
- Often
- Occasionally
- Rarely
- Never drive a motorised vehicle

## Section 2: How you travel around Barnet (continued)

3. Do you own a motorised vehicle? (Please tick one option only)

- Yes
- No

## Section 3: How do you travel around the borough (continued)

4. What are your main reasons for travelling on the road in Barnet? (Please tick all that apply))

- Travel to work/commute
- School run
- Shopping Leisure
- Visiting friends/family
- Business
- Other (please specify below)

**Enforcement of parking restrictions aims to reduce the number of illegally-parked vehicles. This in turn helps reduce traffic congestion, improve road safety, and improve accessibility for all road users, including Blue Badge holders. Enforcement of parking restrictions encourages road users to drive responsibly, to the benefit of everyone.**

5. To what extent do you agree or disagree that issuing Penalty Charge Notices is an effective way to manage parking issues in Barnet? (Please tick one option only)

- Strongly agree
- Tend to agree
- Neither agree nor disagree
- Tend to disagree
- Strongly disagree
- Don't know

### Section 3: Changing PCN Banding

The council already has an active parking enforcement operation to tackle inconsiderate and illegal parking. Our enforcement regime consists of Civil Enforcement Officers (CEOs) deployed on mopeds and on foot. We use a network of over 60 CCTV cameras that are strategically placed to enforce a range of parking and traffic contraventions across the borough.

Despite these measures the borough continues to experience high levels of non-compliance with its parking regulations compared to other London boroughs. In the past seven years, the number of parking PCNs issued in Barnet has increased by almost 70%, from 99,882 in 2010/11, to 148,141 issued in 2017/18.

The council currently issues PCNs at Band B, except for moving traffic contraventions, which are already at Band A. The council is proposing to introduce Band A PCNs in Barnet, on the basis that this will be an effective deterrent and will reduce the number of incidences of inconsiderate parking.

Evidence from other London boroughs, such as Haringey and Waltham Forest, suggests that changing PCNs from Band B to Band A has reduced the number of PCNs issued in those areas.

Please refer to the table below for a comparison of Band A and Band B.

PCN Band Level	Higher (Discount)	Lower (Discount)
A (proposed)	£130 (£65)	£80 (£40)
B (current)	£110 (£55)	£60 (£30)

6. To what extent do you agree or disagree with the proposal to change the Penalty Charge Notice (PCN) band from Band B to Band A? (Please tick one option only)

- Strongly agree
- Tend to agree
- Neither agree nor disagree
- Tend to disagree
- Strongly disagree
- Don't know

### Section 3: Changing PCN Banding (continued)

7. Please tell us why you disagree in the space below (Please type in your answer)

### Section 3: Changing PCN's banding charges (continued)

8. Do you have other suggestions on actions that the council should consider taking to achieve greater compliance with parking regulations? (Please type in your comments)

### About you: Where you live

When consulting with our residents and service users Barnet Council needs to understand the views of our different communities.

So that we can analyse the findings by different locations in the borough, please can you provide the Barnet ward that you live in.

If you do not know the Barnet ward that you live in you can find it by clicking [here](#) and entering your postcode. You should then see a page like the image below - you will find the name of your ward on the left hand side of the page under the heading "Your councillors". In this example the name of the ward is Brunswick Park.

9. Which ward do you live in? If you live outside Barnet please select other and specify: (Please select one option only)

## About you

To help us understand the feedback you give us, please tell us in what capacity you are responding.

10. Are you responding as: (Please tick one option only)

- A Barnet resident
- A person who works in the London Borough of Barnet area
- A Barnet business
- Representing a voluntary/community organisation
- Representing a public sector organisation
- Other

If other (please specify)

## About you: Type of community organisation

11. Please specify the type of stakeholders or residents your community group or voluntary organisation represents: (Please type in your answer)

About you: Type of public sector organisation

12. Please specify the type of public sector organisation you are representing: (Please type in your answer)

About you

**The Equality Act 2010 identifies nine protected characteristics: age, disability, gender reassignment, marriage or civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation, and requires the council to pay due regard to equalities in eliminating unlawful discrimination, advancing equality of opportunity and fostering good relations between people from different groups. We ask questions about the groups so that we can assess any impact of our services and practices on different groups. The information we collect helps the council to check that our policies and services are fair and accessible.**

**Collecting this information will help us understand the needs of our different communities and we encourage you to complete the following questions.**

**All your answers will be treated in confidence and will be stored securely in an anonymous format. All information will be stored in accordance with our responsibilities under the Data Protection Act 1998.**

**For the purposes of this questionnaire we are asking ? of the protected characteristics included in the Equality Act 2010.**

About you: Age

13. In which age group do you fall? (Please tick one option only)

- 16-17
- 18-24
- 25-34
- 35-44
- 45-54
- 55-64
- 65-74
- 75+
- Prefer not to say

About you: Gender

14. Are you: (Please tick one option only)

- Female
- Male
- Prefer not to say
- If you prefer to use your own term please provide this here:

Females only: Pregnant and on maternity leave

As part of the Equality Act 2010 the council has a statutory requirement to collect information in relation to 'protected characteristics' which includes information on women who are pregnant and on maternity leave. Answering this question will assist us in meeting our legal obligations. It will also help us understand the different needs of our communities.

15. Are you pregnant and/or on maternity leave? (Please tick one option on each row)

	Yes	No	Prefer not to say
I am pregnant	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
I am currently on maternity leave	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

About you: Gender reassignment

As part of the Equality Act 2010 the council has a statutory requirement to collect information and pay due regard in relation to 'protected characteristics' which includes gender reassignment.

**Answering this question will assist us in meeting our legal obligations. It will also help us understand the different needs of our communities.**

16. Is your gender identity different to the sex you were assumed to be at birth? (Please tick one option only)

- Yes, it's different
- No, it's the same
- Prefer not to say

About you: Ethnic origin

17. What is your ethnic origin? (Please tick one option only)

- Asian / Asian British - Bangladeshi
- Asian / Asian British - Chinese
- Asian / Asian British - Indian
- Asian / Asian British - Pakistani
- Any other Asian background (please specify below)
- Black - African
- Black - British
- Black - Caribbean
- Any other Black / African / Caribbean background (please specify below)
- Mixed - White and Asian
- Mixed - White and Black African
- Mixed - White and Black Caribbean
- Mixed - any other Mixed / Multiple ethnic background (please specify below)
- White - British
- White - Greek / Greek Cypriot
- White - Gypsy or Irish Traveller
- White - Irish
- White - Turkish / Turkish Cypriot
- White - any other
- Other - Arab
- Prefer not to say
- Any other ethnic group (please specify)

## About you: Disability

**The Equality Act 2010 defines disability as, 'a physical or mental impairment that has a substantial and long-term adverse effect on his or her ability to carry out normal day-to-day activities'.**

**In this definition, long-term means more than 12 months and would cover long-term illness such as cancer and HIV or mental health problems.**



18. Do you consider that you have a disability as described above? (Please tick one option only)

- Yes
- No
- Prefer not to say

## About you: Disability

19. Please select the definition/s from the list below that best describes your disability/disabilities: (Please tick all that apply)

- Hearing (such as deaf, partially deaf or hard of hearing)
- Vision (such as blind or fractional/partial sight. Does not include people whose visual problems can be corrected by glasses/contact lenses)
- Speech (such as impairments that can cause communication problems)
- Mobility (such as wheelchair user, artificial lower limb(s), walking aids, rheumatism or arthritis)
- Physical co-ordination (such as manual dexterity, muscular control, cerebral palsy)
- Reduced physical capacity (such as inability to lift, carry or otherwise move everyday objects, debilitating pain and lack of strength, breath, energy or stamina, asthma, angina or diabetes)
- Severe disfigurement
- Learning difficulties (such as dyslexia)
- Mental illness (substantial and lasting more than a year, such as severe depression or psychosis)
- Prefer not to say
- Other (please specify)

## About you: Religion/Belief and Sexuality

20. What is your religion or belief? (Please tick one option only)

21. Do you consider yourself to be ....? (Please tick one option only)

- Bisexual
- Gay
- Heterosexual
- Lesbian
- Other
- Prefer not to say

In addition, if you prefer to define your sexuality in terms other than those used above, please let us know below:

Thank you

**Thank you for taking the time to complete this questionnaire. When you press 'Submit' your responses will be submitted to Barnet Council.**

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Home » Parking Penalty Charge Notices (PCNs) Consultation

# Parking Penalty Charge Notices (PCNs) Consultation

## Consultation has concluded

The Parking Penalty Charge Notices (PCNs) Rebanding Consultation is being extended by a further month. This is because of a numerical error in the statement that said 'the number of PCNs issued have increased by **almost 70%** between 2010/11 and 2017/18'. This has now been corrected to 'The number of PCNs issued has increased by **almost 50%** between 2010/11 and 2017/18'.

## Background

We would like to hear your views on our proposal to increase parking Penalty Charge Notices (PCNs) tariffs in Barnet. Evidence from other boroughs, such as Haringey and Waltham Forest, suggests increasing charges for parking PCNs has been an effective deterrent and have reduced the number of incidence of inconsiderate parking.

Barnet roads are vital to support travel, including travelling by bus or cycle, and to support local businesses and employment. Penalty Charge Notices (PCNs) are used as a deterrent to reduce inconsiderate parking, encouraging road users to drive responsibly and improving accessibility for all road users, including Blue Badge holders. They also help reduce traffic congestion on our roads which harms our environment through engine idling, noise and makes our borough a less pleasant place to be.

We enforce parking restrictions throughout the borough, with the exception of the A1, A41 and A406, as these are managed by Transport for London, and the M1, which is managed by Highways England.

Penalty Charge Notices (PCNs) can be issued for several reasons, including parking:

- in a disabled bay without a blue badge
- on pedestrian zig zags
- on double yellow lines

In the past seven years, the number of parking PCNs issued in Barnet has increased by almost 50%, from 99,882 in 2010/11, to 148,141 issued in 2017/18. This suggests that the current parking PCN charge does not act as a deterrent to inconsiderate parking.

### What are we proposing?

In Barnet, most types of PCNs are currently issued at Band B. We are proposing to move this up to Band A, which will increase the penalty charge. We believe that this will be a more effective deterrent and reduce the number of incidences of inconsiderate parking. As outlined above evidence from other boroughs, such as Haringey and Waltham Forest, suggests that changing PCNs from Band B to Band A has reduced the number of PCNs issued in those areas.

### Comparison of Band A and Band B PCN Charges

PCN Band Level	Higher (Discount)	Lower (Discount)
A (proposed)	£130 (£65)	£80 (£40)
B (current)	£110 (£55)	£60 (£30)

Please note that there will be no change to PCNs issued for moving traffic contraventions as these are already at the higher Band A tariff.

Civil Enforcement Officers, also known as parking attendants or wardens, patrol Barnet's streets to help enforce parking restrictions. There are no targets or incentives for issuing PCNs. All revenue raised from parking fines is invested into improving the road network and public transport, and funding concessionary travel schemes, in accordance with legislation (Section 55 of the Road Traffic Regulation Act 1984).

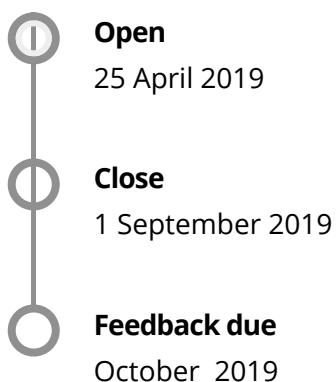
More information on our proposals is provided in our **FAQ document**.

### Give us your views

Please take the time to read the **FAQ document** before completing our **questionnaire**.

For any further information, or to request a questionnaire in an alternative format, please email **parking.clientteam@barnet.gov.uk** or telephone 020 8359 4763.

## Timeline



## Contact

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[Redacted]  
[Redacted]  
[Redacted]  
[Redacted]



## Document Library

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 [FAQs PCN Re-banding Consultation \(273 KB\) \(pdf\)](#)

[TERMS AND CONDITIONS](#)

[PRIVACY POLICY](#)

[MODERATION POLICY](#)

[ACCESSIBILITY](#)

[TECHNICAL SUPPORT](#)



# **Parking Penalty Charge Notices (PCNs) Consultation**

## **Frequently Asked Questions**

### **1. Who is responsible Parking Penalty Charges?**

Since 1994, local councils took over enforcement from the police. The primary parking legislation is covered under the Traffic Management Act 2004 (formally the Road Traffic Act 1991) though other legislation covers additional enforcement areas such as CCTV.

### **2. Where does the council enforce Parking Penalty Charges?**

We enforce parking restrictions throughout the borough with the exception of the A1, A41 and A406, as these are managed by Transport for London, and the M1, which is managed by Highways England.

### **3. Why are Parking Penalty Charge Notices issued?**

Parking Penalty Charge Notices (PCNs) can be issued for several reasons, including parking:

- in a disabled bay without a blue badge
- on pedestrian zig zags
- on double yellow lines
- on school 'keep clear' markings

### **4. What are the different types of Parking Penalty Charge notices?**

There are six different types of PCNs:

- Civil Enforcement Officers (CEOs) issued
- CCTV
- Bus lane
- Moving traffic
- Vehicle driven away
- When officers are prevented from serving

All but the CEO-issued PCNs are sent by post after receiving the registered keeper details from the Driver and Vehicle Licensing Authority (DVLA). PCNs follow various statutory timescales but all offer a 50% discount if payment is received within a specified timescale after they have been issued.

Below are some of the examples of illegal and inconsiderate parking in Barnet, which continue to happen frequently, despite existing enforcement.

**Examples of illegal and inconsiderate parking in Barnet.**

**Parking in a disabled space with no Blue Badge**



**Parking on school keep clear markings**



**Blocking access for other vehicles**



**Parking on verge**



## 5. Are the current PCN charges acting as a deterrent to illegal parking?

Over the past seven years, effective enforcement of parking and traffic restrictions has **not** seen any significant reduction in the number of PCNs being issued. The table below displays the number of PCNs issued in the borough.

**Table 1: Number of PCNs issued over the last seven years**

Year	Higher Level Parking PCNs	Lower Level Parking PCNs	Total Parking PCNs
2017/18	102,095	46,046	148,141
2016/17	110,341	38,502	148,843
2015/16	102,807	35,489	138,296
2014/15	101,094	34,746	135,840
2013/14	107,278	43,178	150,456
2012/13	105,819	44,392	150,211
2011/12	91,308	30,176	121,484
2010/11	76,134	23,748	99,882

Table 1 shows that the number of PCNs issued has increased by almost 70% between 2010/11 and 2017/18.

We operate 25 Controlled Parking Zones (CPZs) across the borough. Waiting and loading restrictions also apply in many locations outside CPZs. Planning policy is also used to minimise additional parking pressures arising from developments in some areas.

Additionally, we enforce outside of over 100 school sites. Inconsiderate vehicles parking outside schools receive the largest number of complaints regarding bad parking in the borough.

Our enforcement measures consist of Civil Enforcement Officers (CEOs) deployed on foot, and on mopeds. We also have a network of over 60 CCTV cameras that are strategically placed to enforce a range of parking and traffic contraventions across the borough.

Despite these measures the borough continues to experience high levels of non-compliance with its parking regulations.



## 6. What is our proposal?

We are consulting on proposals to change parking PCN tariffs in Barnet from Band B to Band A. We believe that by introducing Band A PCNs in Barnet, this will be an effective deterrent and will reduce the number of incidences of inconsiderate parking. There will be no change to PCNs issued for moving traffic contraventions which are already at the higher tariff.

Please refer to Table 2 for a comparison of Band A and Band B.

**Table 2: Comparison of Band A and Band B**

PCN Band Level	Higher (Discount)	Lower (Discount)
A (proposed)	£130 (£65)	£80 (£40)
B (current)	£110 (£55)	£60 (£30)

## 7. Why are we proposing to increase PCN tariffs?

We are proposing to change parking PCN tariffs to Band A because evidence from other areas of London has shown that higher tariffs results in fewer PCNs being issued. This suggests that the higher Band A tariff is a more effective deterrent in tackling inconsiderate parking, which leads to congestion, increased air pollution, and fewer places to park in the borough.

The London boroughs of Haringey and Waltham Forest have already successfully applied to London Councils' to implement Band A PCNs to help with their parking and traffic enforcement, and had significant reductions in the number of PCNs issued.

Waltham Forest applied to London Councils for a PCN banding change to the south of the borough in 2009. Approval was granted by London Councils and was subsequently implemented in 2010.

During 2010/11, the first year of issuing Band A PCNs, the area saw a reduction of just under 9,000 PCNs compared to the previous year. During the same period, the north of the borough, where Band B PCNs were still being issued, saw an increase of 5,000 PCNs.

Since April 2013, the London Borough of Waltham Forest has also issued all PCNs using the Band A tariff. They experienced a 3.3% drop in the number of PCNs issued in 2013/14 compared to 2012/13, before the banding increase was in place. Comparing the first quarter figures 2013/14 with 2014/15, Waltham Forest have seen a 31% reduction in PCNs.

Haringey Council introduced a Band change on 1 October 2013 in a specific area of the borough. In the first 10 months of operation it resulted in a reduction of PCNs being issued from 14,953 to 10,186, which is a reduction of 32%.

[Redacted]

**From:** [Redacted]  
**Sent:** 22 January 2021 10:27  
**To:** [Redacted]  
**Cc:** Andrew Luck; [Redacted]  
**Subject:** RE: GLA's response re: Barnet's band change

**Categories:** Follow up - action

Thanks very much for the update, [Redacted]. Of course understood – and similarly thanks for your patience in our side of the process so far.

Best wishes,

[Redacted]

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**From:** [Redacted]@Barnet.gov.uk>  
**Sent:** 22 January 2021 08:12  
**To:** [Redacted]  
**Cc:** Andrew Luck [Redacted]  
**Subject:** RE: GLA's response re: Barnet's band change

Dear [Redacted]

Thank you for your email (and Happy New Year!) -I am sure it will be of no surprise to hear that we are presently focussed very much on COVID-19 linked matters and trying to support those delivering the vaccination programme and securing the national lockdown. As a consequence, progress on other work has slowed a little.

I wanted to assure you that this remains a high priority for us to respond to and I am very keen that all responses are thorough and meaningful. I hope you will be comfortable with us taking a little more time as we balance priorities and ensure that what we provide back to you is high quality.

Thank you for the suggestions. We will take on board your comments and I am keen to assure you that we are work remains ongoing and I will ask [Redacted] to keep you updated.

Many thanks,

[Redacted]  
**Environment Lead for Town Centres Recovery**  
**Directorate of Environment**  
London Borough of Barnet, 2 Bristol Avenue, London NW9 4EW  
[Redacted]  
Barnet Online: [www.barnet.gov.uk](http://www.barnet.gov.uk)



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**From:** [REDACTED]@london.gov.uk]

**Sent:** 21 January 2021 17:22

**To:** [REDACTED]@Barnet.gov.uk>

**Cc:** [REDACTED] Andrew Luck [REDACTED]

**Subject:** RE: GLA's response re: Barnet's band change

Dear [REDACTED]

Thank you for sending this information. My apologies for the delay getting back to you due to the festive break.

We've now reviewed the information provided and have some further follow up please. We note you provided the responses to the consultation, but don't seem to have consultation report or 'response to issues raised' report. Other boroughs with these requests have tended to prepare an analysis of the issues raised and their response. While the concerns raised in the consultation aren't necessarily a reason not to proceed, it would be helpful to have analysis of the responses and how/ whether Barnet has considered these in developing its proposal. In our view it would be helpful to have more information about the response to the consultation (for example if there was more on this presented to your members) to be able to draw from in preparing a recommendation to the Mayor. I note you said there would be further engagement – is that underway and would that provide more information to help with this analysis?

Apologies to have to seek further clarification. In doing so we hope to make a strong recommendation to progress internally.

Many thanks,

---

**From:** [REDACTED]@Barnet.gov.uk>

**Sent:** 17 December 2020 15:57

**To:** [REDACTED]@london.gov.uk>

**Cc:** Tim Steer

Andrew Luck

**Subject:** RE: GLA's response re: Barnet's band change

Dear [REDACTED]

Thank you for your email below to Spencer Palmer at London Councils.

Apologies for the delay in coming back to you on those points.

We note that the original timescales posed were challenging and we are aware there is a process to follow so keen to work with you on this, and ensure we provide all information to support our application.

In regard to the two points raised in your email, please find our initial response below.

On London Borough of Harrow, we believe that officers are supportive and can confirm our request to them has been passed to the relevant service Director. We will provide you with an update from them as soon as we receive it.

In regard to consultation, attached are the consultation materials and results from the engagement process we undertook last year:

- Questionnaire (this is a PDF print out of the questionnaire which was a Survey Monkey format hosted on Engage Barnet: <https://engage.barnet.gov.uk/>)
- Consultation Summary (this was the summary content hosted on Engage Barnet)
- Frequently Asked Questions document (this was a document download on the consultation page)
- Consultation responses for each phase (the consultation was extended as noted in the appendix to our proposals)

As noted within our application, we believe this consultation attracted response and comment predominantly from motorists who are active within the blogging community at Barnet. We are working on an approach to engage with the wider public and specifically those groups most affected by illegal parking. This approach is being developed in tandem with wider proposals the borough is taking forward, such as the introduction of cycle lanes, which are in support of the Mayor's Transport Strategy and have similarly attracted opposition from motorists. As such we would really welcome your thoughts and any other queries you may have on our proposals with regards to engagement, to ensure that we capture this within our engagement piece.

In addition, if you had any other comments or questions on our application please let us know.

Kind regards

[Redacted]

[Redacted]

**Environment Directorate**

[Redacted]

London Borough of Barnet, 2 Bristol Avenue, London, NW9 4EW

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**From:** [Redacted] [@londoncouncils.gov.uk](mailto:[Redacted]@londoncouncils.gov.uk)]

**Sent:** 10 November 2020 15:13

**To:** [Redacted]

**Cc:** Andrew Luck [Redacted]

**Subject:** FW: GLA's response re: Barnet's band change

**Importance:** High

Hi [Redacted]

I hope this email finds you both well.

Please see below a response from the GLA regarding your recent Band Change Proposal – it should come as no surprise to you that they require further information.

I would be grateful if you could draft a response in accordance with their questioning below as soon as possible but note (as previously discussed with [REDACTED]), it is unlikely that you will be in a position to 'go live' in time for 1 February 2020.

Andy and I will be happy to review your draft should you require us to do so but what we do advise is that you formulate and send your response directly to the following people and copy myself and Andy in:

[REDACTED]

Any problems with the above advice, please let me know.

Many thanks and kind regards (and good luck with this next stage of the process!)

[REDACTED]

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**From:** [REDACTED] <[REDACTED]@london.gov.uk>  
**Sent:** 10 November 2020 12:05  
**To:** Spencer Palmer <[REDACTED]>  
**Cc:** [REDACTED]; Tim Steer <[REDACTED]>  
**Subject:** RE: Spencer's letter to Sadiq re: Barnet's band change

Dear Spencer

Thank you for your letter to the Mayor dated 23 October regarding a request from the London Borough of Barnet to change the parking band in the borough.

Having now reviewed the documents provided, I am writing to request further information to ensure the Mayor has appropriate information in considering this request. Could you please provide a copy of the consultation report prepared following the public consultation, showing how Barnet responded to the issues raised, and a copy of the consultation materials? We note that there was no comment on any response received from London Borough of Harrow; was it the case that no response was received from the borough and does that remain the case?

We have noted the request for a decision to be taken in time for implementation by 1 February 2021 but, depending on the time taken for the information above to be provided, this may be challenging timeline. I know this will be disappointing to the borough but I hope you can appreciate the process to be followed, as well as the current unprecedented circumstance we're working in, may make this a challenging timeline for all stages of the process to complete.

Kind regards,

[REDACTED]

[REDACTED]

**Transport Team Manager, Transport, Infrastructure and Connectivity**  
GREATERLONDONAUTHORITY  
City Hall, The Queen's Walk, London SE1 2AA

[REDACTED]

[REDACTED]

[REDACTED]  
Parking Service  
London Borough of Barnet  
2 Bristol Avenue  
Colindale  
NW9 4EW  
[REDACTED] [@barnet.gov.uk](mailto:[REDACTED]@barnet.gov.uk)

July 2021

**RE: Application to amend the Penalty Charge Notice Banding in Barnet**

Discussion report on public consultation prepared for the GLA

**1. EXECUTIVE SUMMARY**

- 1.1. The London Borough of Barnet has set out its application to move from Band B to Band A Penalty Charge Notices (PCNs) which is currently under consideration by the Mayor of London.
- 1.2. The Council received a report to its Environment Committee in January 2020 in respect of these proposals and the associated public consultation carried out in 2019, and having considered the public consultation and the report, approved the application being made to TEC. London Councils' TEC approved the application at its meeting on 15 October 2020.
- 1.3. The application was submitted to the GLA for consideration by London Councils on 23 October 2020. The GLA requested further information on the consultation carried out by Barnet, and how the issues raised in the consultation had been considered by the Council in developing its proposal.
- 1.4. This report has been prepared to set out that consideration, and the actions taken by Barnet to address the issues and topics raised by the public during consultation.

***Key issues supporting Barnet's application***

**Direct consultation with neighbouring boroughs**

- 1.5. The Council contacted all its direct neighbouring boroughs. No objections or adverse comments were received in respect of the proposal. All boroughs have made an explicit statement of their support for LB Barnet's proposal.
- 1.6. Details of supporting statements made were included with Barnet's application to TEC, with the exception of LB Harrow.

1.7.LB Harrow provided the following statement of support on 23 July 2021: “Having reviewed your proposals and application to move to Band A charges, London Borough understand the reasoning for this. We support your application and have no objections to your proposals.”

### **Other borough applications status**

1.8.The maps below indicate the current status of the two parking penalty bands across London.

Existing on-street penalty charge bands



Existing off-street penalty charge bands



1.9. In the past year, since Barnet's application to London Councils was made, London Borough of Ealing has had its proposal approved by the Secretary of State to allow a change to Band A. This is reflected in the maps above.

1.10. At the time of writing, London Borough of Brent, Hounslow and Merton have applications under consideration by the GLA.

### **Boundary Roads**

1.11. Barnet has boundaries with five other London Boroughs:

- Brent (currently Band B, Band A application under consideration by GLA)
- Camden (Band A)
- Enfield (Band A)
- Haringey (Band A)
- Harrow (Band B)

1.12. Barnet also has a non-London boundary to the north with Hertfordshire County Council.

1.13. The treatment of boundary roads for the existing three Band A boroughs would be a more straightforward matter for all boroughs if the change were to be approved, as all boundary roads boroughs would now be fully in Band A. This would represent a simplification in the enforcement of boundary roads with these councils.

1.14. Of the two Band B boroughs, the Council is aware that our neighbouring borough LB Brent's application has now been approved by London Councils and submitted to the GLA for consideration. Assuming this application is also granted this again would lead to a very straightforward boundary road arrangement.

1.15. The remaining Band B outer London borough, Harrow, has a relatively small number of shared roads with Barnet. Barnet has already carried out an initial desktop survey of the affected streets and has not observed anything that would cause difficulty in complying with the traditional treatments for such roads.

### **Boundary road statistics**

Status	Length (rounded to nearest km)	to	District
Band A boundary	20km		Enfield, Haringey, Camden
Applying to Band A	8km		Brent
Band B boundary	5km		Harrow
Non-London boundary	11km		Hertfordshire



1.16. Should LB Barnet's application be approved, all surrounding London borough boundaries totalling 28km will be Band A except Harrow with which there is a boundary of 5km.

### **Inconsiderate and dangerous parking**

1.17. Parking contraventions represent a serious issue across London for all road users. The following types of contraventions are considered to have the greatest impact for the reasons set out as follows.

- Disabled bays – parking in a disabled bay without displaying a valid Blue Badge prevents genuine Blue Badge holders from being able to access parking spaces close to their destination and undermines the Council's disabled parking provision.
- Loading bays – parking in loading bays causes disruption to businesses and in turn obstructs the flow of traffic on key network roads, causing delay for other road users, including buses.
- Footways – illegal parking on the footway puts vulnerable pedestrians at risk and causes road safety issues where pedestrians are forced to walk in the road. This is a particular concern for elderly and disabled persons, those using a wheelchair, or accompanying young children.

### **Consistency across the north London region**

1.18. It is noted that the London Borough of Brent, to our west has experienced above average growth in PCN numbers in the past three years, and as such are also applying to move to Band A. Barnet is supportive of Brent's application and sees this as compelling evidence of parking pressure and competition for parking space in north London, as our neighbouring boroughs to the east (Enfield and Haringey) have already had their applications approved and implemented Band A PCNs

1.19. Barnet's application, if successful along with Brent, would bring consistency across the region and reduce confusion on the part of motorists.

### **Barnet Parking Service and COVID-19 recovery**

1.20. This report notes at section 4 a number of service improvements which have been made in an attempt to address issues raised by the public, in the course of day to day service requests, and as received in response to the consultation carried out in relation to these proposals.

1.21. As noted within our application, the Council recommissioned its Parking Enforcement contract in 2018 and prior to the new contract commencing, the enforcement deployment operation was seen to decline in terms of the number of PCNs being issued, which may be attributable to morale amongst the on street team at that time of uncertainty. Barnet's application set out a more detailed

consideration of those issues, and the steps taken in the new contract once mobilised, to improve deployment operations.

- 1.22. At the time of writing in July 2021, the Council in common with all local authorities has worked hard to maintain essential services through the COVID-19 pandemic, and to ensure that safety remains paramount and parking provision remains available to key workers and the vulnerable throughout. This has led to a number of changes being made to services to maintain frontline services, in line with the operational guidance issued by London Councils in consultation with the British Parking Association.
- 1.23. The Council is now commencing a further review of its Parking Enforcement contract, with a view to securing further improvements to its customer service, quality of service, and seeking efficiencies in back office processing whilst continuing to improve quality. The Council would draw attention to the significant improvements made since 2018, especially in regard to its adjudication rates which currently stand at 60% of appeals decisions being decided in favour of the Council. Adjudication statistics are a recognised benchmark of a high quality parking enforcement operation. In 2017/18 only 38% of adjudication decisions were in favour of the Council.
- 1.24. Barnet is therefore requesting that its application be given serious consideration, on the basis of the improvements made to the Parking Service in response to the consultation feedback received in 2019, and the Council's continued commitment to reducing contraventions within the borough.

## 2. **Background to the consultation**

- 2.1. Public consultation was carried out on a proposal to increase Penalty Charge Notice (PCN) tariffs in Barnet. The consultation was advertised on the Engage Barnet website from 25 April 2019 to 1 September 2019.
- 2.2. The consultation published on Engage Barnet consisted of an introductory statement, a frequently asked questions document, and a questionnaire. These background documents have previously been provided to the GLA.
- 2.3. The consultation presented evidence from other boroughs who have raised the PCN tariffs and have found that fewer PCNs have been issued as a consequence. The consultation proposal was to increase the PCN tariff in order to act as a greater deterrent to inconsiderate and illegal parking, which causes congestion and inconvenience to other motorists.
- 2.4. During the consultation period, a numerical error in the introductory statement was reported. The error was in the statement that said 'the number of PCNs issued have increased by **almost 70%** between 2010/11 and 2017/18'. The correct percentage was 'The number of PCNs issued has increased by **almost 50%** between 2010/11 and 2017/18'

- 2.5. The decision was taken to correct the statement and to keep the consultation open for a further month, with a note added to the header of the consultation to explain the error and reason for extending the consultation.
- 2.6. Two sets of survey results have been collected. The first set of results are from the period 25 April 2019 to 31 July 2019. The second set of results are from the period 2 August – 1 September which is the extended consultation period.
- 2.7. The results of the consultation showed that the majority of those that responded to the consultation are strongly against the proposal. This is not surprising given the general public attitude to parking management and enforcement and a potential increase in the Penalty Charge Notice level.
- 2.8. There is an active and motivated motorist network, supported by a number of campaigning parking blogs, in Barnet who are likely to have responded to the consultation. The consultation did not attract a large number of responses, when compared to the Council's consultation on the introduction of charges for green waste collection, also carried out in 2019, which received 6517 responses<sup>1</sup>. Despite the comments made by the relatively small number of survey respondents, the Council believes that the evidence set out in the Long Term Transport Strategy (LTTTS) with regard to congestion and parking capacity presents a strategic imperative to proceed with these proposals.
- 2.9. A public consultation was carried out on the LTTTS in 2020, which elicited very positive support for the council's proposals. This may be taken as evidence of support for encouraging behaviour change, and the council taking efforts to drive down parking contraventions. However, the LTTTS consultation did not include specific questions on the rebanding proposal and so did not invite direct comment on this application. The Council has now adopted the LTTTS, which will require funding to deliver its benefits, to drive down congestion and improve air quality, and the Council is now proceeding to develop its implementation plan. In addition, the LTTTS measures need to be delivered to take steps to better manage traffic and parking in the borough, and encourage behaviour change. This application to reband Penalty Charge Notices seeks to ensure there is a sufficient deterrent to motorists contravening, and therefore laying the ground for the implementation of the LTTTS.
- 2.10. A persistent theme in the consultation comments was the past performance of the Parking Service in Barnet. In recent years, the Borough has improved the performance of the Parking Service with adjudicator win rates increasing from 38% in 2017/18 to 60% in June 2021. It is felt that the service provided is more robust and of a higher quality which would support a change to the banding without risking penalising motorists erroneously.

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<sup>1</sup> The Council's consultation on the introduction of charges for its garden waste service received a substantially higher response rate, but in common with the rebanding consultation, the majority of respondents did not support the proposals. The resulting new chargeable garden waste collection service has seen the highest participation rates in London which suggests that despite the consultation outcome, residents are supportive of that service change and did not see charges as a barrier to opting in.

### 3. The Consultation

The consultation questions and responses are summarised below. The raw data has already been supplied to the GLA and is included as a background document.

#### Q1 - How do you travel around the borough

Answer Choices	Responses	
As a driver of a motorised vehicle or ride on a motorbike or scooter	276	87%
As a passenger of a motorised vehicle	107	31%
As a passenger in a taxi/cab	52	13%
By bus	151	49%
By tube	142	47%
Walk	184	58%
Bicycle	44	15%
Other (please specify below)	15	5%
<b>Answered</b>	314	
<b>Skipped</b>	0	

#### Q2 - How often do you drive in the borough

Answer Choices	Responses	
A lot of the time	134	40%
Often	102	34%
Occasionally	61	21%
Rarely	3	1%
Never drive a motorised vehicle	14	5%
<b>Answered</b>	314	
<b>Skipped</b>	0	

#### Q3 - Do you own a motorised vehicle

Answer Choices	Responses	
Yes	285	96%
No	15	4%
<b>Answered</b>	300	
<b>Skipped</b>	14	

#### Q4 - What are your main reasons for driving in Barnet

Answer Choices	Responses
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Travel to work/commute	159	45%
School run	92	31%
Shopping Leisure	218	67%
Visiting friends/family	189	57%
Business	68	17%
Other (please specify below)	31	9%
<b>Answered</b>	310	
<b>Skipped</b>	4	

#### Q5 - What extent do you disagree with proposal?

Answer Choices	Responses	
Strongly agree	49	16%
Tend to agree	16	5%
Neither agree nor disagree	7	4%
Tend to disagree	13	6%
Strongly disagree	219	69%
Don't know	0	0%
<b>Answered</b>	304	
<b>Skipped</b>	10	

#### Q6 - Tell us why you disagree with rebanding

This question was free text entry. Responses are grouped into topics.

Answer Choices	Responses
Too expensive or disproportionate	74
Will not have desired effect	32
Money making exercise for LBB	57
Insufficient and Ineffective enforcement	7
Roads will not improve as funds will not be used appropriately	6
Effect on local businesses	7
Proposal is unclear and/or misleading	6
Not enough spaces available inc blue badge bays	14
Rules are unclear and misleading	1
Other	9
<b>Answered</b>	213
<b>Skipped</b>	0

#### Q7 - Suggestions on what LBB could do to achieve greater compliance

This question was free text entry. Responses are grouped into topics.

<b>Answer Choices</b>	<b>Responses</b>
More spaces should be made available (paid and free)	32
More effective and fairer enforcement (CEOS in right place/right time)	30
Better lines/signs	26
Reduce cost to park (inc 15 & 30 minute free parking)	27
Reduce restrictions which have no benefit other than financial	17
Educate the public on restrictions	15
Fine level should be more proportionate (fits the crime)	13
More effective and fair enforcement	11
Get rid of dreadful phone app (replace and return pay and display option)	8
Enforce Blue Badge abuse effectively	7
Provide a removals service to deal with problem parkers	6
Retain car parks do not develop into flats etc	5
Provide grace period rather than instant PCNs	5
Provide more spaces on and off street	5
More CCTV enforcement provision	4
Increase CPZ numbers	4
Green policies to limit car use (cycle provision etc)	2
Focus only on serious contraventions	2
Remove pointless restrictions	2
Reduce permit costs	1
Make it easier to report vehicles in contravention	1
Focus on enforcement on overseas vehicle abuse of rules	1
More electric car charging points	1
Reduce number of CPZs	1
Simplify restrictions	1
<b>Totals</b>	<b>227</b>

#### **4. Response to Consultation feedback**

4.1. The Council conducted analysis of the consultation feedback and has considered the issues raised in the delivery of the Parking Service. This section sets out the action taken to address these issues since the consultation was carried out, under topic headings.

##### **4.2. Increase number of parking spaces / retain car parks**

The Council's CPZ programme will provide parking spaces for permit holders and as such protect parking for residents and businesses. This also supports the boroughs Long Term Transport Strategy in seeking to introduce parking controls to better manage parking, and in turn reduce journey times and emissions from road transport.

In common with other London boroughs, the Council has repurposed some parking bays in the past year to provide space for pedestrians to social distance in response to the COVID-19 pandemic. Some of these locations have now reverted back to parking bays, and the Council proposed to keep the remaining new pedestrian areas under review as part of the wider COVID-19 recovery efforts.

In 2021 the Council commenced a review of car parks and surrounding areas with the aim of gathering baseline data on space availability and usage. This will inform its future service delivery in view of the changes to car usage and journeys during COVID-19.

#### **4.3. More effective and fairer enforcement (Civil Enforcement Officers in right place/right time)**

In September 2018, the Council entered into a new parking enforcement contract. The contract provides a deployment plan to ensure Civil Enforcement Officers (CEOs) are efficiently deployed to specific areas.

In town centres and high streets CEOs patrol during busy periods on foot or bicycle as they cover a small dense area where there is a higher turnover of vehicles parking. In the rural areas of the Borough the CEOs patrol in a car so they can navigate from one area to another efficiently.

A small team carry out night time enforcement to tackle problem parking issues that occur during the evenings close to night time economy attractors.

In addition residents can report vehicles parked in contravention 24 hours a day, 7 days a week, to the enforcement contact centre. Barnet aims to send a CEO to reported locations within three hours. This is considered to be a comprehensive on street enforcement operation which supports our aims to keep traffic moving, and protect parking for residents and businesses.

#### **4.4. Better lines/signs**

The introduction of the new parking enforcement contract in 2018 provided the CEOs patrolling the Borough with the ability to record signs and lines defects on their Hand-Held Computers which are reported to the parking client team to arrange rectification.

Requests to improve the painting of disabled bays and yellow lines are generally fast tracked due to the safety aspect of these bays.

A project to improve the quality of information provided for temporary suspensions has recently been undertaken and has delivered improvements in both the process and the information provided on-street.

The service has recently been provided with access to a new lining contractor via the Transport for London (TfL) Highways Maintenance contract which will be used to carry out major line remarking work to ensure that restrictions are clearly indicated to motorists.

#### **4.5. Reduce the cost of permit and paid parking**

The Council's permit and paid parking were reviewed and a new set of charges were introduced in summer/autumn 2019, which is likely to be the reason this issue was raised by consultation respondents. The review saw an inflationary increase applied to paid parking tariffs, reflecting that tariffs had not been reviewed in recent years and that some tariffs had been reduced in 2013. The Council's paid parking tariffs remain low compared to private parking operators and near neighbours.

New emission bandings for permits were introduced which were closer aligned to the DVLA's bandings for vehicle tax, and are more progressive in that they preserve the lowest price permits from the previous charging structure, for electric vehicles, and incentivise motorists to move towards cleaner vehicles. Revenue arising from permit sales has fallen since the new permit pricing structure was introduced, which is likely to be due to vehicles becoming more efficient and less emitting. The Council has adopted emissions based permit prices for a number of years which is in alignment with its Air Quality Action Plan, and the Parking Service will explore options for emissions based pricing for paid (casual) parking in the coming year in pursuit of improving air quality.

Parking revenue is ring fenced in accordance with the Road Traffic Regulation Act and is reinvested back into the highway.

#### **4.6. Reduce restrictions which have no benefit other than financial**

Restrictions are not put in place for financial gain, they are generally implemented to ensure motorists have available parking, for pedestrian safety or to ensure the safe flow of traffic. Reducing restrictions would not achieve the desired effect of reducing parking contraventions, but would increase congestion and reduce parking opportunities for other motorists.

#### **4.7. Educate the public on restrictions**

Parking restrictions are put in place for a number of reasons which include providing parking places for residents, businesses and their visitors, for pedestrian safety and to encourage the regular flow of traffic which can be disrupted by inconsiderate parking.

On occasion different rules and regulations may be interpreted differently by motorists when navigating their way around the Borough.

The Council have published on their website guidance on restrictions we enforce. However, we will consider expanding this information to include all restrictions with additional information on how they are enforced.

#### **4.8. Replace paid parking app and return to pay & display ticket**

Paybyphone is an easier and safer way to pay for parking as drivers do not need to use coins or cards at a machine. The service is contactless by design and therefore beneficial in the context of the COVID-19 pandemic. In 2019 the Council also introduced a virtual visitor voucher option in addition to traditional scratchcard



vouchers, and the uptake of these during the past year has risen which potentially reflects the public desire for self service, contactless solutions.

Pay & Display machines generally require a large volume of paper use and maintenance. By implementing PaybyPhone the Council have saved money on maintenance costs for Pay&Display machines. 85% of casual parking transactions now take place within the PaybyPhone app.

There are now have nearby locations which populate once the app is opened to suggest near PayByPhone locations where the customer can park. This also shows hours of operation and any parking restrictions along with which payment methods are accepted. Payment methods in Barnet have also been increased to include all major cards and PayPoint outlets, and newly introduced Apple and Google payments live in the app to make paying for parking even easier – these currently make up 13% of transactions in Barnet. In addition, there are a number of resources on the PaybyPhone website to assist customers in using services through their chosen method.

PayByPhone can also provide emissions based parking charge support through their Emitless product which launched back in January and is not available through Pay and Display machines. This provides the potential to set parking rates depending on the fuel type, Euro Standard or CO2 emissions of the vehicle to try and encourage a change in behaviour. This is already live in 5 other London Boroughs with several more planned to launch. As mentioned in paragraph 4.5, the Council plans to explore this in support of improving air quality.

#### **4.9. Blue Badge abuse**

In recent years the Parking Service, Assisted Travel team and counter fraud team have worked more closely to tackle Blue Badge fraud/abuse which is a serious issue across London. In the past year, enhanced residency checks with assistance from the Council's counter fraud team have been introduced at each stage of the Blue Badge application and appeal process.

In 2020/21 the Concessionary Travel Fraud Team investigated 225 cases of alleged Blue Badge misuse as well as Blue Badge and parking permits fraud as well as fraudulent appeals relating to penalty charge notices (PCNs). Of these, 1 case was successfully prosecuted at Magistrates court. A further 31 cases also concluded in Warning letters being sent to the Badge Holders as well as the offenders. There are many cases that are currently waiting for COVID-19 regulations to be relaxed so that formal interviews and legal actions can resume.

#### **4.10. Provide a removals service to deal with problem parkers**

The Council has introduced an emergency ad-hoc vehicle removal service for vehicles parked in certain contraventions where the vehicle may need to be removed swiftly.

For example, if a vehicle is parked adjacent to a dropped footway and blocking access to a driveway.

Barnet has never operated a contractual removal service; however, this is currently being reviewed with a view to providing a permanent solution in the coming months.

#### **4.11. Provide grace period rather than instant PCNs**

A grace period of 10 minutes in a parking place was introduced in 2015 by amendment (S.I. 2015/561) to the existing regulations (S.I. 2007/3483).

This grace period is applied in parking bays at the start of the controlled hours, upon expiry of a paid for session and upon expiry of a permitted free parking period.

There are observation periods designed to ensure that officers have sufficient grounds to believe that no exemption is in operation. Particularly where the free flow of traffic or public safety is potentially affected, officers will attempt to move a vehicle on if the driver is present or issue a penalty immediately that they are satisfied that no exemption applies. The efficacy of parking restrictions is dependent on the deterrent effect of parking penalties.

All parking contraventions are enforced according to the statutory guidance.

#### **4.12. More CCTV enforcement provision**

The Parking Service have made an investment of £250k with the enforcement contractor NSL for new CCTV enforcement equipment. In late 2020 the service carried out a review of existing and new potential enforcement locations. A small number of new locations were identified, and these are now scheduled to have CCTV installed and operational by the middle of 2021. The service has also commissioned Re to assist with identifying new enforcement locations which are expected to be delivered towards the end of 2021.

The Council already enforces bus lane restrictions, and since 2018 has renewed cameras at these locations to ensure more effective enforcement so that bus lanes remain clear to improve public transport journey times.

The Council has also introduced a number of 'school streets' initiatives which are aimed at keeping the streets surrounding a school clear of traffic and thus safer for children. At the school street scheme in Childs Way, NW11, enforcement is provided by a CCTV camera which ensures that any vehicle not permitted to enter is issued a PCN.

#### **4.13. Increase CPZ numbers / Reduce number of CPZs**

The Parking Service have developed a Controlled Parking Zone programme that will see new areas of the borough consulted on the possible introduction of controlled parking. The programme will also review existing controlled zones to ensure that they are still fit for purpose. The programme is currently scheduled to run in phases over the next 5 years and is anticipated to see growth in controlled zones by 140%, should proposals be implemented following consultation.

#### **4.14. Improve environmental policies**

As part of Barnet's CPZ programme, the borough's car parking design principles have been reviewed to ensure that all proposals include relevant provision for all types of road users, and focus on road safety to protect pedestrians and road users. In conjunction with the CPZ programme, the service will conduct a wider review of all parking and traffic enforcement policies.

Barnet is also putting in place new provision for electric vehicles and car clubs. Barnet has the highest number of privately licensed electric vehicles of any local authority area in the UK<sup>2</sup> and therefore this is a key consideration for current and future service delivery.

There are 125 dedicated electrical vehicle charging points currently installed and a further 93 being introduced in the borough according to need and resident request. There are also two community EV charging hubs and funding has been secured and work started on four rapid charging sites, with further phases planned. In addition the borough plans to commission a borough wide car club provider to complement existing car clubs provision and provide options to residents who are reconsidering private car ownership.

#### **4.15. Make it easier to report vehicles in contravention**

From October 2018 the Council made it easier for residents and the public to report vehicles parked in contravention by introducing a dedicated telephone service.

The telephone service is operated by our parking service provider and is operational 24 hours a day 7 days a week. An operator will record the details of a contravention and deploy the nearest available Civil Enforcement Officer to the location. Contraventions reported after 9pm may not be enforced until the next available day after 7am. The Parking Service also monitor and act upon reported contraventions on a daily basis.

#### **4.16. Enforcement of non-UK registered vehicles**

Enforcement of non-UK registered vehicles is carried out in the same manner as that applied to UK registered vehicles. Applications for registered keeper details are made to the DVLA and where held these are used to continue the enforcement process. Where details are not held the Council uses a third-party contractor to locate the registered keeper of non-UK registered vehicles. Since December 2020 this activity has been performed by ParkTrade and is producing positive results.

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<sup>2</sup> 1235 electric vehicles registered in 2020, rising from 867 in 2019. Source: Society of Motor Manufacturers and Traders, Office for Low Emission Vehicles and Department for Transport statistics updated May 2021

## 5. Background documents

Report of Barnet Environment Committee (20 January 2020) recommending the application to reband PCNs is made to London Councils TEC

[Agenda for Environment Committee on Monday 20th January, 2020, 7.00 pm \(moderngov.co.uk\)](#)

*See item 11*

Report of London Councils TEC Committee (15 October 2020)

[TEC 15 October 2020 - Second Dispatch | London Councils](#)

*See item 17*

Barnet's adopted Long Term Transport Strategy

<https://barnet.moderngov.co.uk/documents/s59813/Appendix A - Barnet Long Term Transport Strategy.pdf>

Long Term Transport Strategy Consultation Report

<https://barnet.moderngov.co.uk/documents/s59814/Appendix B - LTTS Consultation Report.pdf>