

Appendix I – Summary of financial impacts

	Recommendation	Effect on income	Cost impact	Additional comments
	How to define the CPZ implementation area (See Section 6.1)			
A	Maintain a minimum turnout of 10% of households within the implementation area, below which the consultation will be deemed inconclusive.	None	None	
	How to manage the effects of over-spill (See Section 6.6)			
B	Consult residents across the area affected by both existing and potentially displaced parking pressures and be more responsive to the affects of over-spill.		Additional consultation costs - Approx £10k	Consultation costs would be recovered if CPZ implemented. If not, costs would need to be absorbed within Highways budgets
	How to determine the operating hours of each CPZ (See Section 6.11)			
C	Maximise flexibility where feasible by offering a menu of options for the operating hours of CPZs.	Possible loss of visitor and resident permit income from all-day zones that change to 2-hour		
	How to improve the systems for collating customer feedback (See Section 6.16)			
D	Develop a standardised approach for the submission and collation of CPZ parking issues to the Council.		Potential one off setting up costs but may result in longer term administrative savings	This process is possible through CRM for online queries. However, internal processes will have to be improved for queries and complaints received through other channels

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	How to manage future parking demand (See Section 6.20)			
E	Where significant parking problems are predicted as a result of developments a presentation of evidence and specific solutions will be considered on a case by case basis, to be approved by Mayor and Cabinet. Solutions may include residents being given a chance to influence the design of the CPZ, but not vote as to whether one will be implemented.	Possible increase in revenue from new CPZs.	The estimated cost of design, consultation and implementation is £200k per CPZ.	Areas such as Deptford Town Centre and Convoy's Wharf
	Reviewing the annual permit charges (See section 7.1)			
F	The new parking permit charges will be frozen at the new levels until the 2015/16 financial year and reviewed annually thereafter to take account of financial pressures.	See below	See below	
	Considering the charging model and proposed charges (See Section 7.5)			
G	Introduce a concessionary rate (£30) to permit holders with the most efficient vehicles (e.g. Tax Bands A-B).	£880k – in line with current income		Income may fluctuate as car users chose more emissions efficient vehicles. The 2011 census data also suggests a slight reduction in households running more than one car.
H	Either, maintain the current flat-rate charging model at £120, or introduce a lower rate of £110 for the first resident parking permit by charging a higher rate of £150 for additional vehicles.			
				The impact will be clearer in the

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				first annual review and will be reflected in charges in 2015-16.
	Additional support for those who rely on visitors (See Section 7.10)			
I	Reduce the cost of weekly visitor parking permits from £28 to £20 per week.	Loss of £40k based on reduction of £8 per permit at current sales levels.		Possible increase in sales due to reduced charge
J	Introduce a limited number of free visitors permits for those who purchase a resident parking permit and those living in a CPZ who are elderly on a low income.	A loss of £40k, based on a 50% take up	Cost of producing and administering proposed scheme is estimated to be £40k	The income lost is based on the assumption that 50% of permit would have purchased a book of ten (1-hour) visitor permits without this concession.
	Additional support for those who require constant help and care (See Section 7.15)			
K	Provide carer parking permits free of charge.	Negligible		108 carers permits were issued in 11/12 . The risk this proposal are a possible increase in applications for carers permits and the possible abuse of permits.
	Supporting businesses and the local economy (See Section 7.20)			
L	Maintain the current charges for business parking permits, car parking and Pay and Display facilities.	There is a loss of income to the Council, based on current usage, of £60k per annum for		The council 's current budget strategy assumes an increase is fees and charges of 2.5% per annum.

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		2013-14 and 2014-15		
	Improve the provision for Blue Badge Holders (See Section 7.25)			
M	Establish an application process for disabled bays, with set criteria to ensure that these bays are necessary, safe and feasible.			
N	Maintain the national scheme of a 20-minute period for loading or unloading items or other goods from the vehicle and maintain a 5-minute minimum observation period to ascertain whether this activity is being carried out before considering enforcement actions.			
	Clear and accessible policy documentation (See Section 8.1)			
O	Refresh all parking policies and collate into an integrated and accessible parking policy document and authorise the Executive Director of Customer Services and the Executive Director of Resources and Regeneration to approve the final policy document in line with the recommendations in this report.			
	An annually reviewed CPZ programme (See Section 8.6)			
P	Establish a prioritised programme for the consultation, implementation and review of			

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	CPZs.			
	An annual report on parking related finances (See Section 8.11)			
Q	Produce an enhanced and accessible annual report on parking related revenue.			
	Other policy areas (See Section 9)			
R	Pay and Display machines to be phased out over-time in favour of more cost-effective and cashless parking alongside alternatives for people who don't have access to a mobile phone or a credit/debit card.		The financial implications of this will need to be considered as a part of the council's overall budget strategy.	
S	All signs within existing CPZs will be reviewed as part of the review programme to ensure they are consistent and clear.		Funding for this will need to be considered as a part of the review programme.	

Notes on table

1. Assumptions of income are based on current CPZs usage. Costs are based on average cost data at current prices.
2. Future CPZs would be expected to recoup the cost of implementation in the first year of operation.