

Borough-wide Controlled Parking Zone consultation

Frequently asked questions (FAQs)



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What is a Controlled Parking Zone (CPZ)?

Controlled Parking Zones (CPZs) are areas where on-street parking is controlled during specified times (all day or between one to four hours). Households can apply for permits to park in these areas. There are four types of permit:

- Resident
- Visitor
- Business
- Carer

This consultation relates solely to residents and visitor permits.

How do CPZs work?

In CPZs, only vehicles with valid permits are allowed to park in controlled roads during operating hours. These periods are either all-day or between one to four hours in length.

Permits will only be made available to local residents and businesses within the CPZ boundary. The permits for residents, businesses and carers last for one year and must be renewed after the expiry date. A permit is required for each vehicle, with a maximum number of three permits per person.

Vehicles parked illegally are liable to receive a Penalty Charge Notice.

Why do some areas have CPZs?

The Council's general approach is to only investigate the introduction of a CPZ in the following circumstances (as detailed in our '[CPZ Consultation Charter](#)'):

- Where a CPZ is supported by the majority¹ of people living in an area suffering from high levels of parking stress²
- Where a CPZ has been identified as a necessary measure to protect residents from overspill parking from a new development
- Where the Council are concerned that levels of on-street parking need to be managed in the interests of either road safety or the free flow of traffic

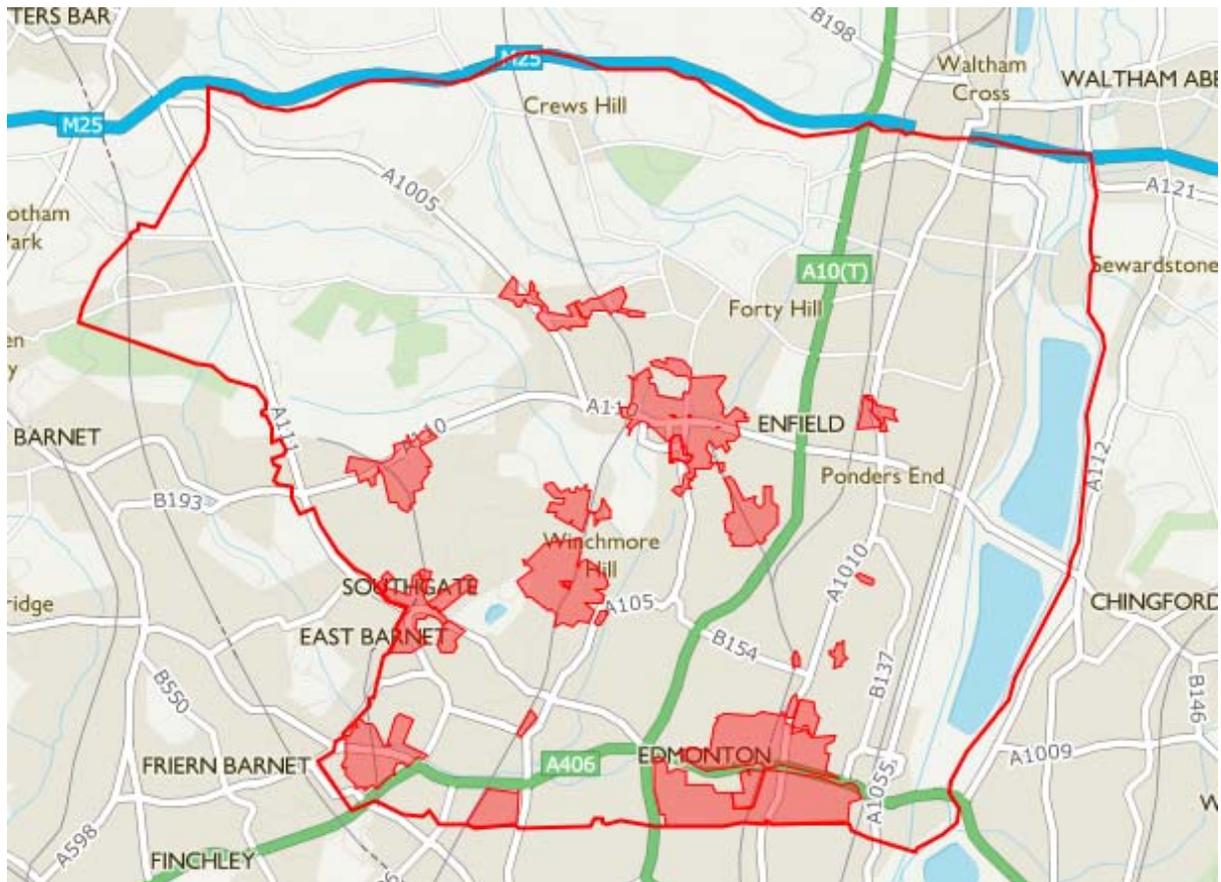
Legislation requires that we have due regard to various factors in deciding on whether a CPZ should be introduced. These include the views of owners and occupiers of properties but also the need for maintaining the free movement of traffic, including public service vehicles, reasonable access to premises and the effect on the amenities of any locality affected. There may also be other matters which appear to us as being relevant which we are obliged to consider.

¹ This support needs to be demonstrated using the Council's pro-forma, which clearly sets out the advantages and disadvantages of a CPZ. More than 50% of households in the affected street or area must sign the pro-forma before the council commits the necessary resources to investigate the CPZ request

² As a guide, 'parking stress' tends to occur when the demand for space exceeds 85% of the available number of spaces.

Where are the CPZs in the borough?

The following image shows the location of each CPZ in the borough.



You can view this map at street level by clicking on this [link](#). When you are on the webpage, please click on the '+' button in the top left-hand corner of the map to zoom in.

It should be noted that the largest CPZ (Tottenham Hotspur Event Day in the Edmonton area) is currently free for residents so, other than doing away with paper permits, the proposed changes will have no impact for them.

What happens to the income raised from CPZ permits?

Income generated from permits is used to maintain and enforce CPZs. Any surplus income from parking enforcement is required by law to supplement relevant transport services within the borough. For example, helping to ensure we can cover the cost of the Freedom Pass.

In 2019/20, the estimated surplus relating to CPZs across the borough was around £35k. While our apportionment figure for 2020/2021 to cover the Disabled Persons Freedom Pass & Elderly Freedom Pass is £11,467,903.

Why is the Council looking to make changes to residents permits?

The Council is committed to improving the environment for local people, including air quality. Poor air quality has been attributed to various health issues. We believe that one of the various ways in which we can do this is by making changes to residents permits.

Our proposals are consistent with both national and regional policy, as detailed in the following:

- [The Road to Zero \(2018\)](#)
- [The London Plan](#)
- [Mayor’s Transport Strategy \(2018\)](#)
- [Enfield Towards a New Local Plan \(2018\)](#)
- [Enfield Transport Plan \(2019\)](#)
- [Enfield Declaration of Climate Emergency \(2019\)](#)
- [Enfield Climate Action Plan \(2020\)](#)

What are the proposals?

Our preferred approach, and the focus of this consultation, is to introduce the following:

- Residential permit tariffs linked to vehicle emissions
- A cap on residential permits of three per household
- Higher permit rates for second and third vehicles

Further details of each of these, and why we are proposing them, are set out below.

What is meant by the proposal to have ‘residential permit tariffs linked to vehicle emissions’?

In 2016, we introduced a residential parking tariff scheme based on engine size. The intention being that those who drive smaller vehicles, which arguably pollute less would be able to purchase a cheaper permit than those who drive vehicles with larger engines. Below is the charging schedule for the current scheme (see Table 1).

Engine size (cc)	Tariff (£) for all-day zones	Tariff (£) for part-day zones
1000cc or less	55.00	27.50
1001cc to 1600cc	110.00	55.00
1601cc to 1999cc	165.00	82.50
2000cc to 2499cc	220.00	110.00
2500cc to 2999cc	275.00	137.50
3000cc or more	330.00	165.00

Table 1

However, due to the increased efficiency of engines, as well as greater availability of low and zero emission vehicles, there is less of a close relationship between engine size and emissions.

We are now proposing that residential permit tariffs are linked to vehicle emissions, in which those with the least polluting vehicles pay lower tariffs. The proposed pay schedule is detailed in the table below (see Table 2).

Band	CO2 emissions (g/km) ³	Tariff (£) for all-day zones	Tariff (£) for part-day zones
A	0	55.00	27.50
B	1 - 150	110.00	55.00
C	151 - 175	165.00	82.50
D	176 - 200	220.00	110.00
E	201 - 225	275.00	137.50
F	226 or more	330.00	165.00

Table 2

The charges have been set so that the number of vehicles in each band is forecast to be broadly similar (plus or minus up to 10%) to the current approach.

You can locate the CO2 emissions rating of your car on your vehicle logbook or you can find the fuel consumption and emissions information for a new or used car on the [government certificate agency website](#).

It should be noted that for older vehicles (pre 2001) information on carbon dioxide emissions is not available, so they will continue to be charged based on engine capacity, although with a simpler tariff structure (see Table 3).

Engine size (cc)	Tariff (£) for all-day zones	Tariff (£) for part-day zones
Up to 1549 or less	55.00	27.50
1550 - 3000	165.00	82.50
3001 or more	330.00	165.00

Table 3

These vehicles make up less than three percent of all cars registered in the UK.

Why is the Council proposing 'residential permit tariffs are linked to vehicle emissions'?

Road transport is a source of both greenhouse gases and air pollutants, being responsible for significant contributions to emissions of carbon dioxide, nitrogen oxides, particulate matter (PM)₁₀ and PM_{2.5}. It is estimated that road transport contributes around 21% of the UK's greenhouse gases.

³ When petrol or diesel burns in an engine, carbon dioxide gas – also known as 'CO₂' - is produced. The level of emissions indicates how much CO₂ is being emitted from the exhaust pipe and is a good guide to the amount of fuel that a car is using. Carbon dioxide is measured in grams, so the data is presented as g/km CO₂.

We therefore want to encourage households in the borough to use more environmentally friendly modes of transport.

With the increased efficiency of engines, as well as greater availability of low and zero emission vehicles, there is less of a close relationship between engine size and emissions. It is therefore logical to change the basis of permit tariffs from engine size to emissions.

What is meant by the proposal to introduce a ‘cap on residential permits of three per household’?

Currently, each person in a household can have up to three permits. For example, two people living in a one-bedroom flat could therefore have as many as six permits between them.

Our proposal is for a maximum of three residential permits per household. We appreciate this will impact on a small number of households (our records suggest five, in total) who currently have four or more permits. To mitigate the impact of this proposal, households who currently have up to four permits issued will be able to apply for up to this number for three additional years.

The direct impact of this will be limited as currently less than 20 households across Enfield have three or more CPZ permits.

Why is the Council proposing to introduce a ‘cap on residential permits per household’?

With the increase in the density of housing (for example, due to houses being converted to flats), there will likely be an increase in the demand for residential permits without any additional space in which to park on the roads. Managing the number of permits issued will be the fairest approach for a clear majority of households in the borough.

We feel that this will be the fairest approach for most households in CPZ areas and should also help encourage more sustainable modes of travel which reduce CO2 emissions and improve health. This is consistent with our [Climate Action Plan](#).

What is meant by the proposal to introduce ‘higher permit tariffs for second and third vehicles’?

We propose resident permits are subject to graduated tariffs based on vehicle emissions. That is, tariffs will increase for each additional residents’ permit issued to a household.

There will be no exemptions for zero or low emission vehicles as they still impact on the environment and there are costs associated with administration and enforcement. However, due to these vehicles having a lower impact on air quality and climate change, they will be charged the lowest tariff.

All other vehicles will be charged using a scale based on the current Vehicle Excise Duty standards, albeit with fewer bands to make it simpler to understand and administer.

The proposed graduated permit tariffs are detailed below (Tables 4 and 5).

All day CPZ charges

CO2 emissions (g/km) ⁴	Tariff (£) for 1 st vehicle	Tariff (£) for 2nd vehicle (£)	Tariff (£) for 3 rd and 4th vehicle
0	55.00	63.25	71.50
1 - 150	110.00	126.50	143.00
151 - 175	165.00	189.75	214.50
176 - 200	220.00	253.00	286.00
201 - 225	275.00	316.25	357.50
226 or more	330.00	379.50	429.00

Table 4

Part-day CPZ charges

CO2 emissions (g/km) ⁵	Tariff (£) for 1 st vehicle	Tariff (£) for 2nd vehicle (£)	Tariff (£) for 3 rd and 4th vehicle
0	27.50	31.63	35.75
1 - 150	55.00	63.25	71.50
151 - 175	82.50	94.88	107.25
176 - 200	110.00	126.50	143.00
201 - 225	137.50	158.13	178.75
226 or more	165.00	189.75	214.50

Table 5

Please note, Blue Badge holders will continue to be exempt.

⁴ When petrol or diesel burns in an engine, carbon dioxide gas – also known as ‘CO2’ - is produced. The level of emissions indicates how much CO2 is being emitted from the exhaust pipe and is a good guide to the amount of fuel that a car is using. Carbon dioxide is measured in grams, so the data is presented as g/km CO2.

⁵ When petrol or diesel burns in an engine, carbon dioxide gas – also known as ‘CO2’ - is produced. The level of emissions indicates how much CO2 is being emitted from the exhaust pipe and is a good guide to the amount of fuel that a car is using. Carbon dioxide is measured in grams, so the data is presented as g/km CO2.

Why is the Council proposing to introduce a system of ‘higher permit tariffs for second and third vehicles’?

This meets regional and local policy objectives relating to reducing emissions from road-based transport, which in turn improve air quality and address climate change. It is also in line with what a number of other London boroughs do.

What is meant by the proposal to ‘alter the structure for visitor’s vouchers’?

We propose increasing the maximum number of visitors permits/vouchers (at current prices) available in those CPZs that operate for six or more days per week and raising the price of those that have been purchased above the maximum.

Those in CPZ areas can purchase up to five books of 10 vouchers (a maximum of 50 visitor’s vouchers). Requests for additional vouchers are considered on a case-by-case basis. The limit is in place to try and balance the genuine needs of residents against the risk of permits being passed on to non-residents (for example, commuters), undermining the effectiveness of the controls.

Currently, there are two types of vouchers:

- Part-day CPZs (operating for between 1 and 4 hours) - £7.50 for a book of 10 one-hour vouchers
- All-day CPZs (operating more than 4 hours) - £15 for a book of 10, with each voucher valid for half a day

Those currently living in a part-day CPZ need a single voucher for a visitor to park for an hour, which costs £0.75. While someone living in an all-day CPZ would have to use a half day voucher costing £1.50. Thus, someone living in a part-day CPZ would have to pay £3.00 for someone to park for four hours, while someone in an all-day CPZ would pay £1.50. We therefore propose that vouchers cover the hours of operation of the related CPZ (so all the hours of operation for all day CPZs and up to four hours for part-day CPZs).

The current system does not consider the fact that CPZs operate on different days, with some weekdays only and others covering weekends as well.

We are proposing to increase the maximum limit of visitors permits available, per household, in CPZ areas which are in operation for six or seven days a week. The proposed maximum limits, at current prices, are detailed in the table below. (see Table 6).

Days per week CPZ operates (No of days of operation during the year in brackets)	Number of vouchers
6 (312)	60
7 (364)	70

Table 6

In order to discourage excessive visits by private vehicles and the onward selling of visitor vouchers, for example to allow commuter parking, it is proposed the prices for any **additional** all-

day vouchers (that is, above the limits set out in the table above) are set at higher rates. The higher rates are as follows:

- **Part-day CPZs** (operating for between 1 and 4 hours): £30.00 for a book of 10 vouchers covering hours of operation
- **All-day CPZs** (operating more than 4 hours): £60.00 for a book of 10 covering hours of operation

On an hourly basis, these rates are equivalent to or lower than those currently charged for using pay and display bays.

It should be noted that Blue Badge holders are not required to have a permit to park in CPZ bays. In addition, social services staff and carers will still get essential permits so they can visit residents when they need to. Therefore, it is not anticipated that the provision of social services or access for disabled people will be impacted.

Why is the Council proposing to ‘alter the structure for visitor’s vouchers’?

It should be noted that if this proposal is implemented, it will not have a negative impact on the vast majority of households. However, we feel that if we introduce this measure, it will help to discourage unnecessary trips, which will lead to places more conducive to use active and sustainable transport modes, which are lower or zero emission.

What is meant by the proposal to introduce a ‘paperless permit system for residents’ parking permits’?

We are proposing to introduce a paperless permit system for residents’ parking permits so there is no need to display a physical permit. This is a similar approach as for Vehicle Excise Duty (car tax) and will reduce the cost of administering the system. People will still be able to apply online and by post.

It should be noted that the traffic orders for a number of CPZs will have to be amended to allow for paperless permits. This additional cost of up to £10,000, which will be funded by income from the issuing of resident’s parking permits.

Why is the Council proposing to introduce a ‘paperless permit system for residents’ parking permits’?

The introduction of a paperless permit system for residents’ permits will have several advantages, including:

- Making the issuing of permits and related enforcement more efficient
- Encouraging more people to access Council services online
- No inconvenience of having to replace damaged and lost permits
- It being more environmentally friendly

I am a Blue Badge holder. How will the proposals affect me?

Blue Badge holders can continue to park for an unlimited time in residents' bays in CPZs.

I receive support from a carer, who currently has a carer's permit. Will the tariff for this permit increase and will it mean that the carer cannot park on the street?

There are no proposed changes to carer's permits.

I have a business permit. How do these proposals affect me?

The proposals relate to residents' permits only.

If the proposals are implemented, when will the changes come into force?

The earliest any changes will be introduced is 1 April 2021. Resident permit holders will be informed of any changes prior to implementation.

If I have any further queries or require assistance in participating in this consultation, who do I contact?

Please send your queries to the following email address: consultation@enfield.gov.uk.

How can I share my views on the proposals?

You can tell us your views by completing our online questionnaire. The questionnaire will be closed at 11.59pm on 12 February 2021.