

Appendix 3 – Alternatives Considered

Details of Alternatives Considered	Reasons for Consideration and Officer Appraisal																																																
<p>Maintain current price differentials between tariff bands.</p> <p>The current price differentials for Resident Permits (Diesel surcharge excluded) are below in Table 1.</p> <p><i>Table 1</i></p> <table border="1" data-bbox="217 725 533 1008"> <thead> <tr> <th>Tariff Band</th> <th>Current Charge 23/24</th> <th>Price Differential</th> </tr> </thead> <tbody> <tr> <td>Electric</td> <td>£45.56</td> <td>221%</td> </tr> <tr> <td>1 to 75g/km</td> <td>£146.32</td> <td>0%</td> </tr> <tr> <td>76 to 120g/km</td> <td>£146.32</td> <td>31%</td> </tr> <tr> <td>121 - 150g/km</td> <td>£192.08</td> <td>30%</td> </tr> <tr> <td>151 - 185g/km</td> <td>£249.20</td> <td>31%</td> </tr> <tr> <td>186 - 225g/km</td> <td>£327.12</td> <td>63%</td> </tr> <tr> <td>Over 225g/km</td> <td>£533.51</td> <td></td> </tr> </tbody> </table> <p>As a comparison, the proposed differentials for residents permits set out in the main report are as follows in Table 2.</p> <p><i>Table 2</i></p> <table border="1" data-bbox="217 1303 541 1650"> <thead> <tr> <th>Tariff Band</th> <th>Proposed Charges</th> <th>Price Differential</th> </tr> </thead> <tbody> <tr> <td>Electric</td> <td>£138.90</td> <td>5%</td> </tr> <tr> <td>1 to 75g/km</td> <td>£146.30</td> <td>25%</td> </tr> <tr> <td>76 to 120g/km</td> <td>£182.80</td> <td>25%</td> </tr> <tr> <td>121 - 150g/km</td> <td>£228.50</td> <td>25%</td> </tr> <tr> <td>151 - 185g/km</td> <td>£285.60</td> <td>35%</td> </tr> <tr> <td>186 - 225g/km</td> <td>£385.50</td> <td>45%</td> </tr> <tr> <td>Over 225g/km</td> <td>£558.90</td> <td></td> </tr> </tbody> </table>	Tariff Band	Current Charge 23/24	Price Differential	Electric	£45.56	221%	1 to 75g/km	£146.32	0%	76 to 120g/km	£146.32	31%	121 - 150g/km	£192.08	30%	151 - 185g/km	£249.20	31%	186 - 225g/km	£327.12	63%	Over 225g/km	£533.51		Tariff Band	Proposed Charges	Price Differential	Electric	£138.90	5%	1 to 75g/km	£146.30	25%	76 to 120g/km	£182.80	25%	121 - 150g/km	£228.50	25%	151 - 185g/km	£285.60	35%	186 - 225g/km	£385.50	45%	Over 225g/km	£558.90		<p>This option was considered as, under this option, prices for most tariff bands would increase more significantly, which would serve as a strong incentive to reduce inessential motor vehicle ownership and use.</p> <p>It is not recommended, however, because the current differentials between tariff bands, being higher than those proposed, would result in some disproportionately high parking permit charges at the current time, especially in the context of the current cost of living crisis.</p>
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<p>Retain scratch cards for all existing users.</p>	<p>This was considered as there was concern raised by some consultees that the removal of scratch cards might negatively impact those who do not have access to the internet or are not comfortable using the online permit system.</p>																																																

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	<p>However, scratch cards have not been available to new customers since 2021. The vast majority of Visitor permits are secured via the online system currently, with only 6% of all accounts using scratch cards. Furthermore, retaining scratch cards is not recommended as it would make it impossible to apply emissions-based charging to visitor parking. Furthermore, existing mitigations are in place to support users in transitioning to the digital system, including calling Contact Camden to purchase permits as well as nominating another person to use the digital system in their place.</p> <p>In response to the concerns raised during consultation, however, it is proposed to retain physical scratch cards for Assisted Customers (customers registered by Contact Camden as digitally excluded). Scratch cards for these Assisted Customers will be charged at a base rate as shown in Appendix 1. Furthermore, it is proposed to introduce an Integrated Voice Recognition (IVR) telephone service to further support those who are unable to access the online Visitor permit system and need out-of-hours access to telephone booking. When using the IVR service, the resident will need to have a parking permit account with a valid telephone number (landline or mobile). On calling Contact Camden, the IVR option will be made available as part of the options. The resident will then be prompted to add the visitor's vehicle registration, duration required and payment.</p>
<p>Emissions-based charges are introduced but no air quality surcharge is introduced.</p>	<p>This was considered as it would help encourage the use of lower-emission vehicles in Camden.</p> <p>It is not recommended, however, because not introducing an air quality surcharge is not aligned with the latest evidence on the causes of air pollution and thereby not sufficiently incentivising cleaner, less-polluting vehicles, such as newer petrol vehicles and diesel vehicles. This would not be aligned with the policy goals set out in the body of the report, including those around sustainable transport, air quality and health.</p>
<p>Replace the former Diesel Surcharge with an Air Quality Surcharge covering older petrol and diesel vehicles but do not apply the emissions-based</p>	<p>This was considered as it would work towards incentivising less polluting newer vehicles. However, this would not effectively incentivise the reduction of more carbon emitting vehicles. Furthermore, not introducing emission-based charging across all products would mean that there is inconsistency in the</p>

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charges on permits/products other than Resident permits (where emissions-based charges already exist).	way Camden enforces parking and would not incentivise less carbon emitting vehicles for all users, therefore less likely to meet the objectives set out in the Camden Climate Action Plan.
No longer provide dedicated parking bays for Doctors permits across the borough and Business permits south of Euston Road and do not allow practices with doctor bays currently in place to keep them.	<p>This was considered as doctors would be allowed to park in any permit holder / resident parking bay in the controlled parking zone where the surgery is located, which was considered to facilitate parking for GPs who visit patients in the community.</p> <p>However, it is recommended that practices who currently have a dedicated doctor bay be allowed to keep it, on a case-by-case basis, while no further dedicated bays are issues to new applicants. This proposal accommodates practices who need to keep their dedicated bays for essential operational reasons while rationalising existing provision if no longer required.</p>
Do not introduce charging for solo motorcycle bays.	<p>This was considered as there was a risk that stakeholders may be concerned about the proposed charges for motorcycles, given there were no charges for solo motorcycle bays before and in the context of the cost-of-living crisis.</p> <p>However, this alternative is not recommended as, given Camden's ambitious sustainable transport, public health and environmental goals, it is increasingly difficult to justify free and discounted parking for motorcycles as the majority of motorcycles contribute to carbon and other emissions, noise pollution and are not an active mode of travel. As such, an introduction of charges to park in solo motorcycle parking bays is proposed to discourage the inessential use and ownership of motorcycles and, where essential, amended charges are also proposed to encourage/incentivise a shift to electric motorcycles.</p>
Increase the permit prices of only the highest tariffs.	<p>This option was considered as this approach would discourage the use and ownership of higher-emission vehicles that fall in these highest tariff bands.</p> <p>While this approach may discourage the uptake of higher-emission vehicles, it does not discourage the uptake of medium and lower –emission vehicles as prices for these emission tariff bands would stay the same under this alternative option. Reviewing and increasing prices for these medium and lower-emission tariff bands is important in the policy context of not just</p>

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	<p>reducing motor vehicle emissions (by incentivising switching from higher to lower emission vehicles) but reducing inessential motor vehicle ownership/use in total (across all tariff band levels). Therefore, price increases across all tariff bands, not just the highest tariff bands, are proposed.</p>
<p>Implementation of the fees and charges over two years for low-income residents and small businesses and charities only.</p>	<p>This option was considered to provide a mitigation for residents and businesses who might be disproportionately impacted by price increases, especially within the context of the current cost of living crisis.</p> <p>It is not recommended given the difficulty in determining eligibility and accurately identifying low-income and at-risk individuals and businesses. Instead, the recommended proposal for implementation is to phase in price increases for all permit holders across two financial years.</p>
<p>Implementation of the fees and charges over one year.</p>	<p>This was considered as it would deliver the full policy and charges swiftly, especially in the context of urgent environmental, health and air quality Council objectives.</p> <p>It is not recommended, however, as it does not give people and organisations sufficient time to adjust to the price increases, in the context of the current cost of living crisis.</p>