

Appendix 8 – Additional Impacts Assessment

Index of multiple deprivation analysis

The information below has been presented to help analyse the potential impacts of the proposed amendments to parking permit charges on different areas within Camden in terms of their relative levels of deprivation. This is split into four sections, as set out below, and compares levels of deprivation in the Borough with: (i) public transport accessibility levels, (ii) car/van ownership rates, (iii) overall Residents permit volumes and; (iv and v) Resident permit volumes in the two upper Tariff bands (3 and 4).

Although generally the LSOAs with higher deprivation had higher public transport accessibility levels, lower rates of car ownership and lower rates of Resident permit holders, there is a risk that low-income or higher deprivation households are negatively impacted by the proposed changes to the fees and charges, especially where permit and parking product prices are proposed to increase. As such, a set of cost-of-living support offers has been identified to mitigate against this risk. These offers are detailed in Appendix 5.

1. Comparison of relative areas of deprivation with public transport accessibility levels

Figure 1, below left, shows the index of multiple deprivation (IMD) across Local Super Output Areas (LSOA) in Camden (source: Ministry of Housing, Communities & Local Government, 2019), with each LSOA having approximately the same number of people within it. Darker blue areas highlight areas with higher levels of deprivation, and lighter blue colours highlight the lowest levels of deprivation. Figure 2, below right, shows the Public Transport Accessibility Levels (PTAL) in the Borough – darker red areas have better PTAL levels, or higher connectivity. The data broadly indicates that areas with the higher levels of deprivation in Camden often also have very high levels of PTAL, providing (along with car clubs, cycle hire, walking and cycling facilities etc.) multiple alternative options to private car ownership and use.

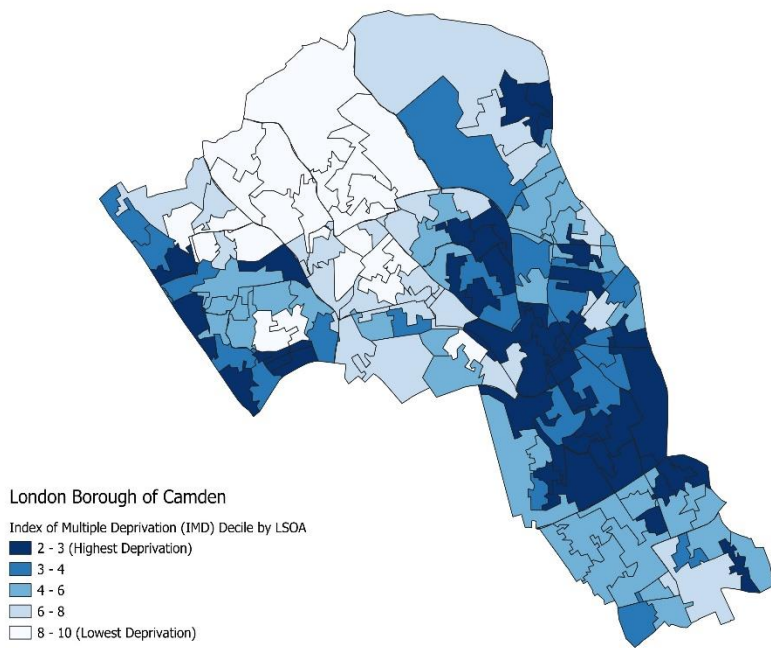


Figure 1

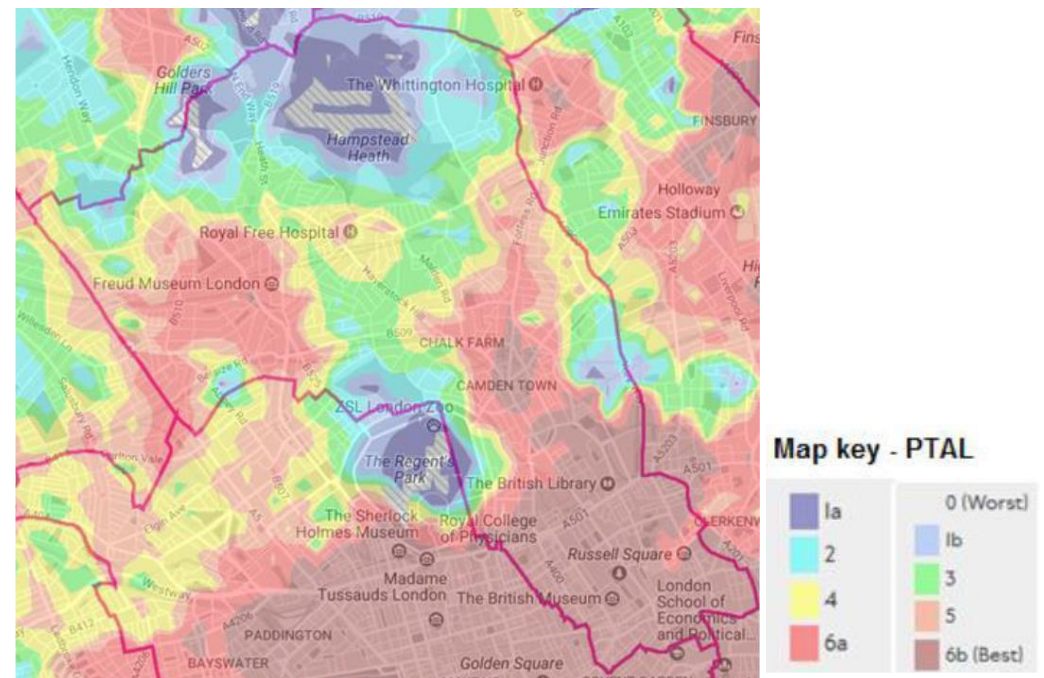


Figure 2

2. Comparison of relative areas of deprivation with car/van ownership

Figure 3, below left, again shows the IMD across Camden while Figure 4, below right, shows the rate of car/van ownership across Camden. About 2/3 of households in Camden do not own a vehicle. Furthermore, as shown below, car/van ownership is negatively correlated with deprivation levels: In the ten least deprived LSOAs, 54% of people owned cars/vans on average. Meanwhile, the borough-wide average was 37%. In the ten most deprived LSOAs, average car/van ownership was only 28%.

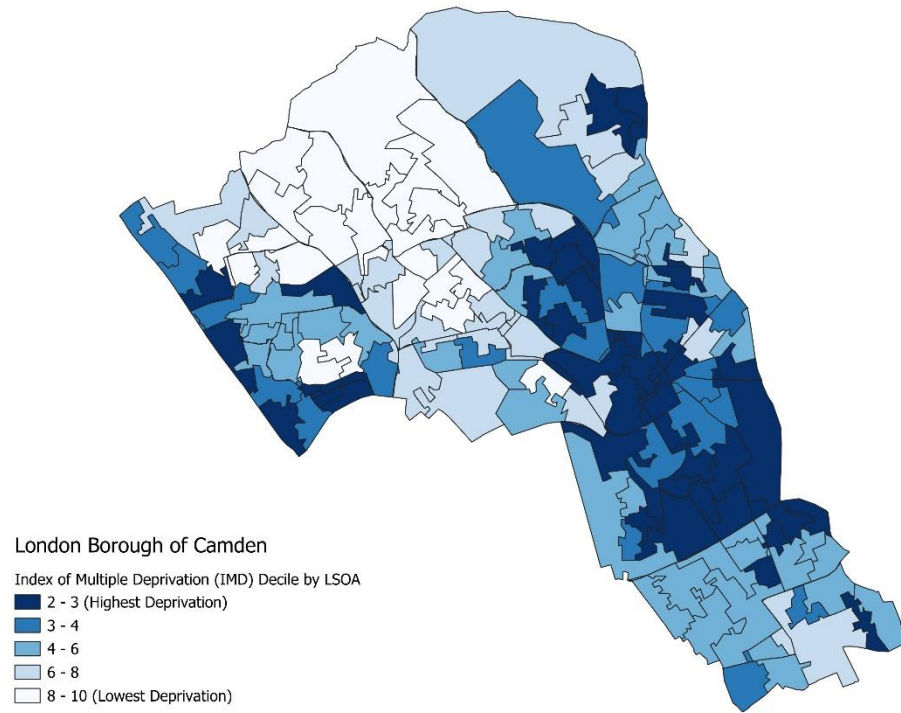


Figure 3

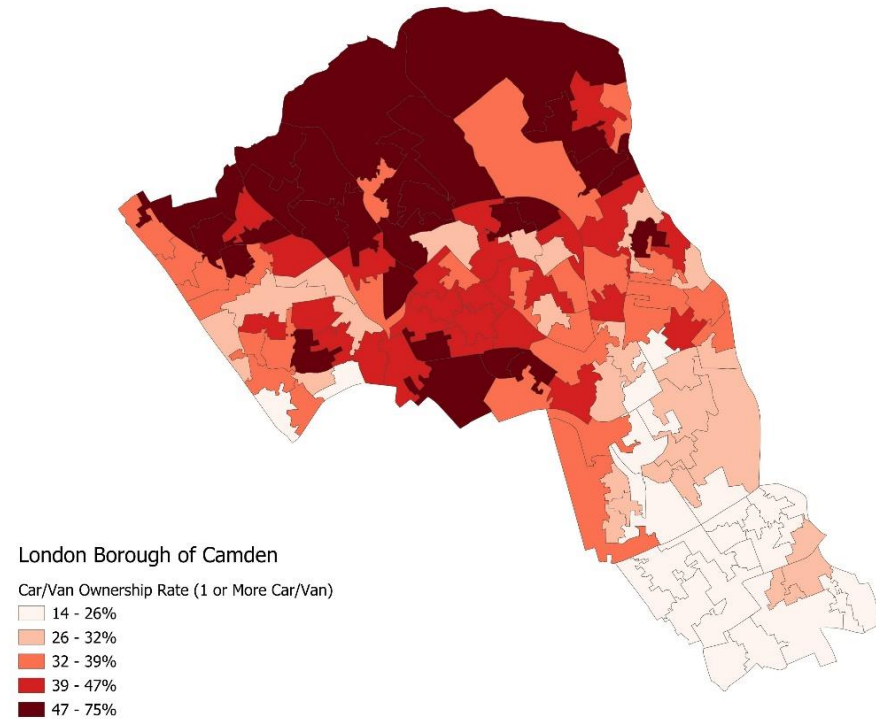


Figure 4

3. Comparison of relative areas of deprivation with overall permit volumes

Figure 5, below left, again shows the IMD across Camden by LSOA. Figure 6, below right, shows overall Resident permit volumes in each LSOA, with darker orange LSOAs having more permits. The data broadly indicates that the LSOAs that have the highest deprivation rates generally have a lower number of Resident Permit Holders.

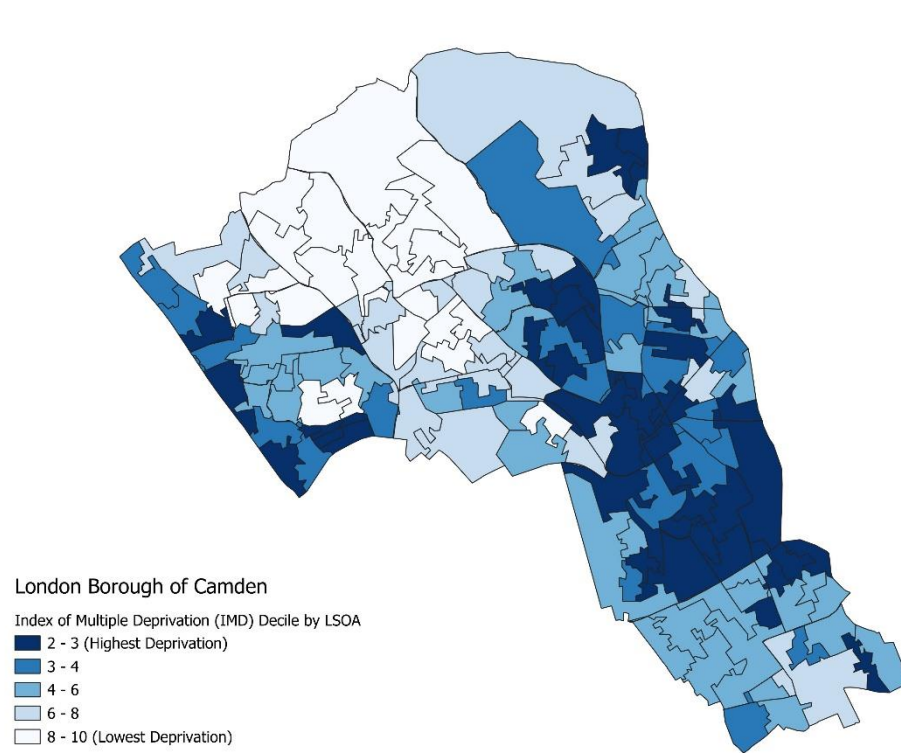
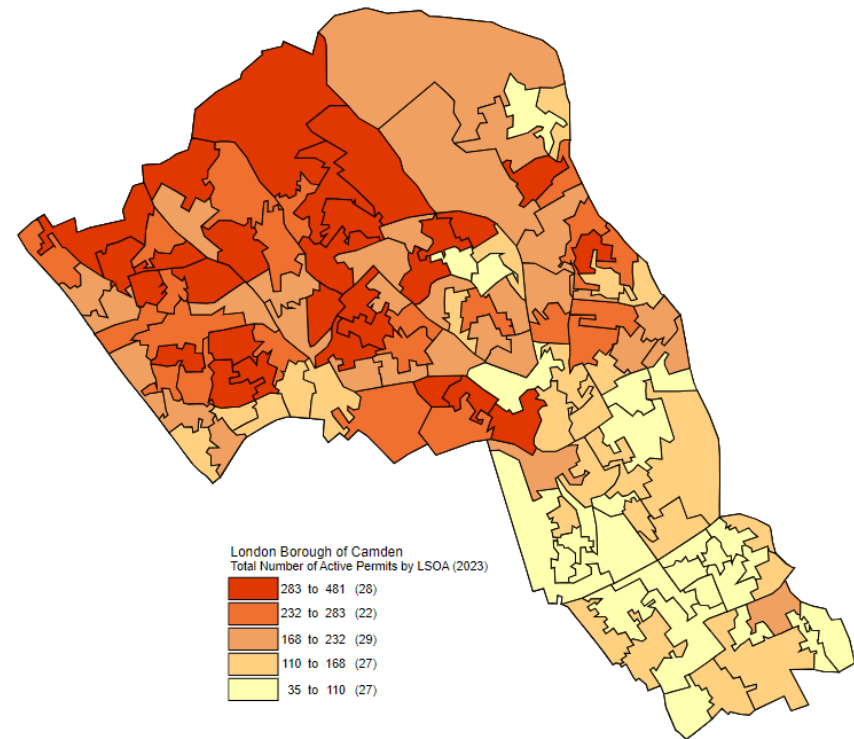


Figure 5



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Figure 6

4. Comparison of relative areas of deprivation with Tariff 3 permit volumes

Figure 7, below left, again shows IMD across Camden by LSOA. Figure 8, below right, shows Resident permit volumes in Tariff 3 in each LSOA, with darker orange having more Tariff 3 permits.

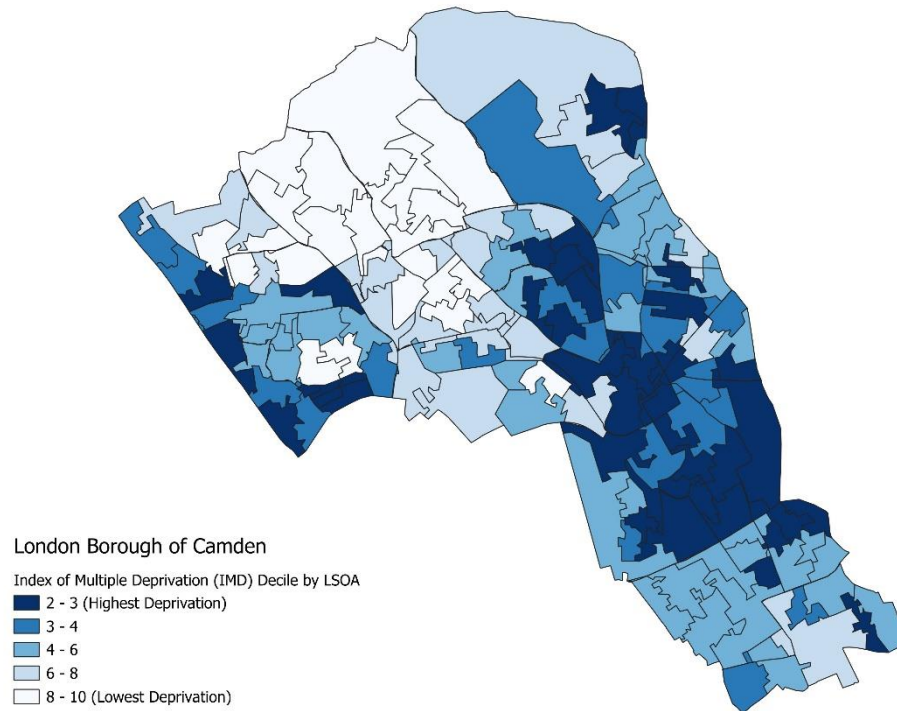


Figure 7

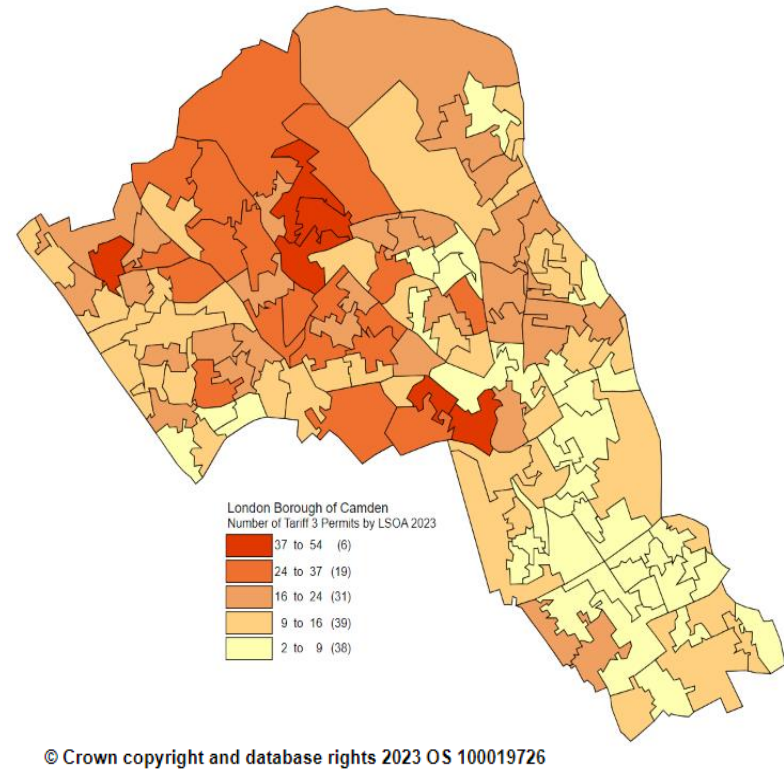


Figure 8

5. Comparison of relative areas of deprivation with Tariff 4 permit volumes

Figure 9, below left, again shows IMD across Camden by LSOA. Figure 10, below right, shows Resident permit volumes in Tariff 4 in each LSOA, with darker orange having more Tariff 4 permits.

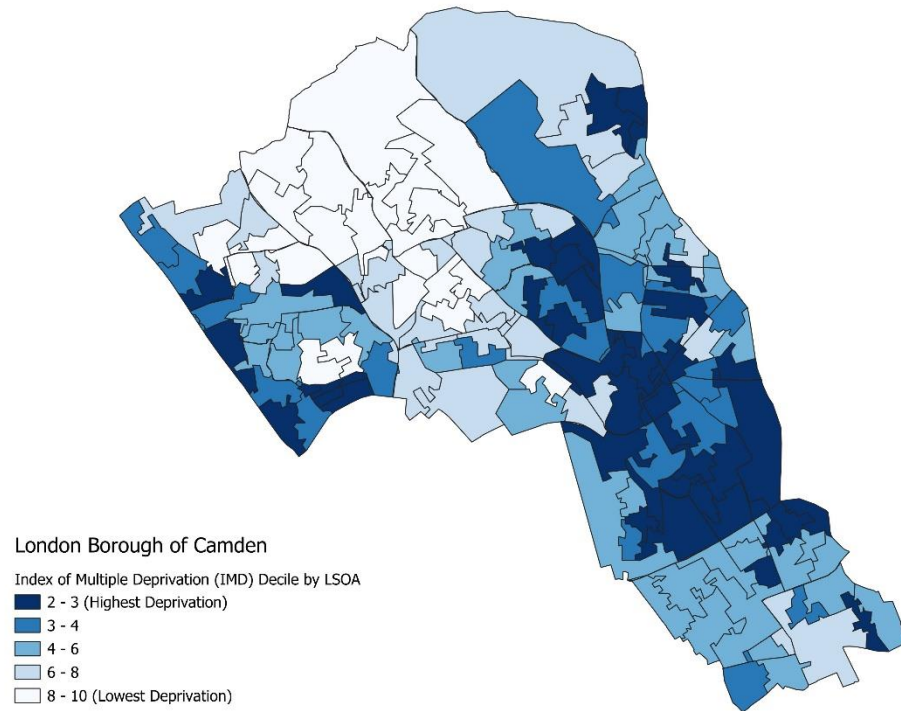
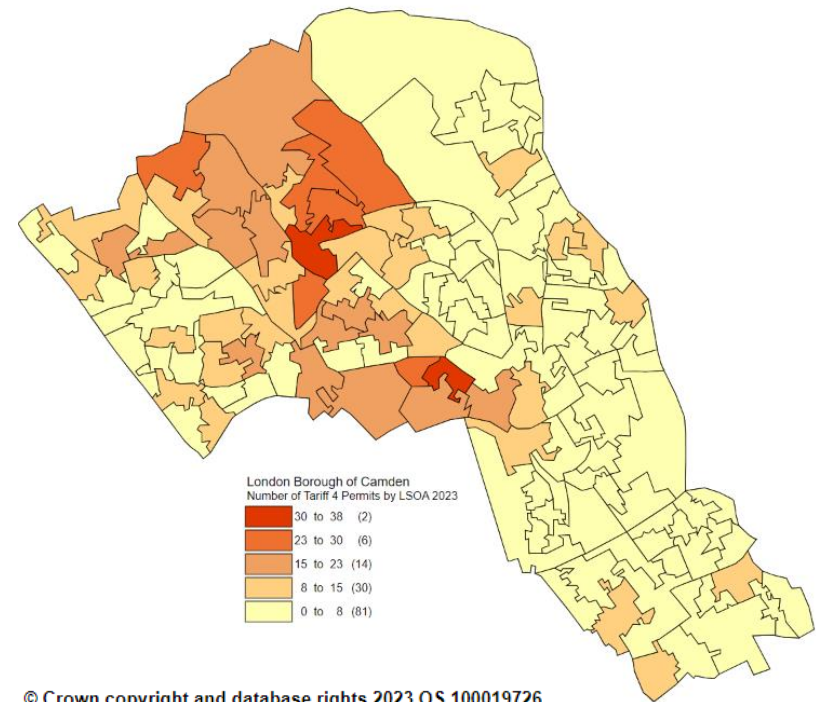


Figure 9



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Figure 10