

 Regulatory Policy Committee	OPINION	
Impact Assessment (IA)	Reform of Vehicle Immobilisation	
Lead Department/Agency	Home Office	
Stage	Final	
Origin	Domestic	
Date submitted to RPC	01/08/2011	
RPC Opinion date and reference	08/08/2011	RPC11-HO-0839(2)
Overall Assessment	AMBER	
<p>The IA is fit for purpose. However, the Department should include in the IA the information which it has provided to the RPC separately to explain better the difficulties and limitations of monetising some of the costs, before the IA is finalised.</p>		
<p>Identification of costs and benefits, and the impacts on small firms, public and third sector organisations, individuals and community groups and reflection of these in the choice of options</p> <p><i>Costs and Benefits.</i> The IA provides sufficient analysis and discussion of the main costs and benefits of the proposal. While most of these costs and benefits are monetised, there are some impacts which are discussed and summarised in qualitative, rather than quantitative terms.</p> <p>The Department has provided additional information and clarification to the RPC, on why some of these costs, such as the additional costs to landholders, business and parking firms for changing and applying other forms of parking control, cannot be monetised. In particular, the Department has explained that they have used all the available data, including the information provided by the industry (the British Parking Association) and that there is insufficient data for monetisation of all costs robustly. This information should be included in the IA before it is finalised.</p>		
<p>Have the necessary burden reductions required by One-in, One-out been identified and are they robust?</p> <p>The revised IA claims that this is an 'IN' with an Equivalent Annual Net Cost to Business (EANCB) of £24.6m. Based on the information provided this appears to be a reasonable assessment of the net direct impact on business for One-in, One-out purposes.</p>		
Signed 	Michael Gibbons, Chairman	