

# Traffic Management Advisory Committee Agenda



To: Councillor Stuart King (Chair)  
Councillor Muhammad Ali (Vice-Chair)  
Councillors Luke Clancy, Karen Jewitt, Michael Neal and Pat Ryan

Reserve Members: Jamie Audsley, Clive Fraser, Patricia Hay-Justice,  
Oni Oviri, Ian Parker and David Wood

A meeting of the **Traffic Management Advisory Committee** which you are hereby summoned to attend, will be held on **Wednesday, 14 October 2020** at **6.30 pm** in **This meeting is being held remotely; to view the meeting, please click [here](#).**

JACQUELINE HARRIS BAKER  
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www.croydon.gov.uk/meetings  
Tuesday, 6 October 2020

Members of the public are welcome to attend this meeting.

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020 8726 6000 x47279 as detailed above.

## **AGENDA – PART A**

### **1. Apologies for Absence**

To receive any apologies for absence from any members of the Committee.

### **2. Minutes of the Previous Meeting (Pages 5 - 14)**

To approve the minutes of the meeting held on 8 July 2020 as an accurate record.

### **3. Disclosure of Interests**

In accordance with the Council's Code of Conduct and the statutory provisions of the Localism Act, Members and co-opted Members of the Council are reminded that it is a requirement to register disclosable pecuniary interests (DPIs) and gifts and hospitality to the value of which exceeds £50 or multiple gifts and/or instances of hospitality with a cumulative value of £50 or more when received from a single donor within a rolling twelve month period. In addition, Members and co-opted Members are reminded that unless their disclosable pecuniary interest is registered on the register of interests or is the subject of a pending notification to the Monitoring Officer, they are required to disclose those disclosable pecuniary interests at the meeting. This should be done by completing the Disclosure of Interest form and handing it to the Democratic Services representative at the start of the meeting. The Chair will then invite Members to make their disclosure orally at the commencement of Agenda item 3. Completed disclosure forms will be provided to the Monitoring Officer for inclusion on the Register of Members' Interests.

### **4. Urgent Business (if any)**

To receive notice of any business not on the agenda which in the opinion of the Chair, by reason of special circumstances, be considered as a matter of urgency.

### **5. Parking Charges Review January 2021 (Pages 15 - 74)**

### **6. Exclusion of the Press and Public**

The following motion is to be moved and seconded where it is proposed to exclude the press and public from the remainder of a meeting:

“That, under Section 100A(4) of the Local Government Act, 1972, the press and public be excluded from the meeting for the following items of business on the grounds that it involves the

likely disclosure of exempt information falling within those paragraphs indicated in Part 1 of Schedule 12A of the Local Government Act 1972, as amended.”

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## Traffic Management Advisory Committee

Meeting held on Wednesday, 8 July 2020 at 6.30 pm. This meeting was held remotely

### MINUTES

**Present:** Councillor Stuart King (Chair);

Councillors Muhammad Ali, Simon Hoar and Karen Jewitt

**Also Present:** Councillors Jeet Bains (in attendance as Ward Councillor) & Margaret Bird

**Apologies:** Councillors Jeet Bains, Pat Ryan

### PART A

#### 6/20 **Minutes of the Previous Meeting**

The minutes of the meeting held on 5 February 2020 were agreed as an accurate record.

#### 7/20 **Disclosure of Interests**

There were none.

#### 8/20 **Urgent Business (if any)**

There were no items of urgent business.

#### 9/20 **Croydon (West Permit Area) CPZ - Objections to the Proposed Extension in Sussex Road & Sunny Nook Gardens**

The Chair informed the meeting that item 6 on the agenda (Cheyne Walk Area – Objections to the Proposed Extension of the Free Parking Zone) would be taken first.

The Committee considered the objections received from the public following the formal consultation process on a proposal to extend the existing Croydon Controlled Parking Zone (West Permit Zone) to Sussex Road with a combination of Shared-Use Permit/Pay via Ring-Go (8 hours maximum stay) bays and single yellow lines operating from 9am to 5pm, Monday to Saturday, and to Sunny Nook Gardens with Permit parking only, operating during the same hours.

The Parking Design Manager informed Members that the report provided details on objections which had been received on the proposed extension of the zone. It was recognised that nine objections had been received, however officers recommended with proceeding with the scheme to relieve parking

pressures in the area which would increase once new developments were occupied.

In response to questions the Parking Design Manager confirmed that the results of informal consultations were normally included in reports, however stated that in response to the informal consultation there had been 32 responses from Sussex Road, 17 in favour and 15 against, and seven responses in Sunny Nook Gardens, four in favour and three against. It was noted that objector 1 in the report had stated that they had changed their mind and was now against the proposal, however it was stated that if the council continued to re-consult it would get different results every time.

The Parking Design Manager confirmed there were a group of parking bays on Moreton Road and that it was proposed that these bays be moved from the South Permit Zone to the West Permit Zone. It was noted that these bays were under-utilised whereas the northern part of Sussex Road often suffered from heavy parking. The officer stated that parking stress should ease with the introduction of controlled parking in the area.

Councillor Clancy informed the Committee that he lived in the area, but did not live in the roads affected by the proposals. Concerns were raised that a resident had notified the council that they had changed their mind and as such the vote was tied in Sussex Road. It was further noted that objections had been received from businesses which were already under pressure due to the covid-19 pandemic and that the council should not implement a scheme which would cause further pressure.

In response, the Parking Design Manager informed Members that the consultation had taken place in January and February 2020 and so had not been impacted by covid-19. Whilst it was noted that objections had been received from businesses, many of them in the local area had off street parking and that parking controls should make it easier for businesses and their customers to park in the area. The Committee noted that some vans parked on yellow lines which also caused issues for buses to pass down the road and so it was anticipated that controls would ease the flow of traffic also.

Members of the Committee noted that the resident in objection 1 in the report had changed their mind due to the lack of information on the parking charges which would be applied, however it was felt that this information was available. Whilst there would be an impact on businesses in the area, it was stated that it was hoped that it would be a positive one with more parking available in the area.

The Chair noted that the consultation was intended to inform the council of residents' views on proposed scheme but that it was not intended to be a referendum. It was noted that parking stress was experienced in the area and that if the council did not proceed with scheme at this time that it would take over 18 months for the council to reconsider the scheme due to the limited resources in the council.

The Committee voted on the officer's recommendations and voted three in support and two in opposition. The Committee therefore resolved to support the recommendations.

**RESOLVED:** That the Traffic Management Advisory Committee agreed to recommend to the Acting Cabinet Member for Environment, Transport and Regeneration (Job Share) that they:

1. Consider the responses received to the formal consultation to extending the existing Croydon Controlled Parking Zone (West Permit Zone) into Sussex Road with a combination of Shared-Use Permit/Pay via Ring-Go (8 hours maximum stay) and single yellow lines operating from 9am to 5pm, Monday to Saturday, and to Sunny Nook Gardens for Permits only operating 9am to 5pm, Monday to Saturday.
2. Agree for the reasons detailed in this report to extend the Croydon Controlled Parking Zone (West Permit Zone) into Sussex Road in its entirety as well as into Sunny Nook Gardens as shown on drawing number PD 407.
3. Inform the objectors and supporters of the above decision.

10/20 **Cheyne Walk Area - Objections to the Proposed Extension of the Free Parking Zone**

The Committee considered the objections received from the public following the formal consultation process on a proposal to extend the existing Croydon Controlled Parking Zone (free parking area) into Cheyne Walk, Carlyle Road, Annandale Road and Fryston Avenue.

The Parking Design Manager explained that the proposals sought to manage commuter parking which was experienced in the area. Following the informal consultation in 2019 it had been decided to proceed, including Fryston Avenue, with the scheme. During the formal consultation an objection was received from a resident in Fryston Avenue and it was proposed that the zone should not be extended to include this road.

The Committee noted that there was an area at paragraph 12 of the report and that it was recommended to proceed with the proposed scheme with the exception of Fryston Avenue.

The Committee Clerk read the following statement, submitted by Daniel Golberg, an objector from Carlyle Road:

*"I maintain my objection to the extension of the CPZ to cover Carlyle Road. I note from the document pack for the meeting that the feedback from the informal public consultation dating from October last year resulted in 7 households in favour and 5 against the proposal, a narrow majority in favour. I believe that the proposals were poorly presented with no key entered on the plans*

*to identify the notations on the plan. This resulted in the plans being not properly understood by residents, in particular how many households would no longer be able to park in front of their own houses. This amounts to 13 out of the 22 houses on the road. There was also no indication of how many parking places would be lost as a result of the proposals, which was confirmed as 10 in your email to me and as 6 in the document pack.*

*The informal survey conducted by a resident in Fryston Road recorded that 3 residents in Carlyle Road supported the scheme but 4 objected to the scheme. Although your response says that consultations organised by residents should be treated with caution, the majority of residents responding in Carlyle Road were against the proposal. Fryston Avenue has been excluded from the plans and I think Carlyle Road should be given the same opportunity.*

*I request that the committee instruct that a new official survey be carried out to establish the current views of the residents in Carlyle Road. This should be accompanied by properly annotated, clear plans along with explanatory notes clarifying the impacts of the proposals including loss of parking spaces and environmental impact -yellow lines and signs at both end of the road.*

*Finally I note that Section 12 of the report states that ‘The recommendation is not to proceed with the proposed scheme as there isn’t widespread support for the scheme among residents....’ I support this recommendation but I fear that this has been included in error.”*

Councillor Jeet Bains addressed the Committee, in his capacity as a Ward Councillor, and clarified that he lived on the affected road, Cheyne Walk. It was stated that whilst he was sympathetic to those who were against the proposals it was not felt that the majority of residents in Carlisle Road were against the proposals. It was noted that residents in Carlisle Road did not experience the impact of commuter parking as much as those in Cheyne Walk.

Members were informed that people often parked and blocked driveways which prohibited residents from moving their vehicles. It was further noted that the proposals sought to extend the scheme at the top of Cheyne Walk to the whole road and surrounding area.

Following the points raised by the speakers, the Parking Design Manager confirmed that the response to the informal consultation residents of Carlisle Road had voted seven in support and five against. It was noted that the roads were relatively supportive of the scheme and that the scheme should reduce parking stress in the surrounding roads.

**RESOLVED:** That the Traffic Management Advisory Committee agreed to

recommend to the Acting Cabinet Member for Environment, Transport and Regeneration (Job Share) that they:

1. Consider the response received to the formal consultation to extending the existing Croydon Controlled Parking Zone (free parking area) into Cheyne Walk, Carlisle Road, Annandale Road and Fryston Avenue with a combination of free unlimited time parking bays and yellow line waiting restrictions between the bays operating 9am to 5pm, Monday to Friday.
2. Agree for the reasons detailed in this report to extend the Croydon Controlled Parking Zone (free parking area) into the above area except Fryston Avenue as shown on drawing number PD - 420.
3. Inform the objector of the above decision.

11/20 **Dunheved Roads Area - Objections to the Proposed Extension of the North Permit Zone**

The Committee considered the objections received from the public following the formal consultation process on a proposal to extend the existing Croydon Controlled Parking Zone (North Permit Zone) into the Dunheved Roads area with a combination of Shared-Use Permit/Pay via Ring-Go (8 hours maximum stay) bays and single yellow lines operating from 9am to 5pm, Monday to Saturday.

The Parking Design Manager informed Members that the council had originally proposed introducing 8am – 8pm Monday – Sunday operation hours, however this had been opposed by residents and so the council had re-consulted on 9am – 5pm Monday – Saturday operating hours. Only one objection had been received in this consultation.

It was noted that this area was surrounding by roads with controlled parking restrictions and that it was close to Croydon University Hospital and Croydon Mosque.

In response to Member questions the Parking Design Manager confirmed that the council had only consulted on the timings on this occasion as it had previously consulted on the proposals. The officer also confirmed that there was flexibility to enable mourners to park to attend funerals at places of worship.

The Chair noted that controlled parking had been introduced in the surrounding roads and that it had been clear that restrictions would be required in this area, however residents had objected to longer operating hours. It was stated that the consultation responses, with 81% in support of the proposals, had shown that the current proposals were appropriate.

**RESOLVED:** That the Traffic Management Advisory Committee agreed to recommend to the Acting Cabinet Member for Environment, Transport and

Regeneration (Job Share) that they:

1. Consider the response received to the formal consultation to extending the existing Croydon Controlled Parking Zone (North Permit Zone) into Dunheved Roads North, South, West and Close and Sharland Close with a combination of Shared-Use Permit/Pay via Ring-Go (8 hours maximum stay) and single yellow lines operating from 9am to 5pm, Monday to Saturday.
2. Make a minor adjustment to the existing disabled bays and loading bay in Dunheved Road South as shown on Plan PD – 421b.
3. Agree for the reasons detailed in this report to extend the Croydon Controlled Parking Zone (North Permit Zone) into the Dunheved Roads area as shown on drawing number PD – 421a.
4. Inform the objector of the above decision.

## 12/20 **School Streets**

The Committee consider implementation and operation of the 10 new School Streets, outlined in the report.

The New Business and Projects Manager explained that the report sought the agreement to proceed to the next stage of introducing school streets at ten locations and not proceed with one location. The council had consulted up to 300 meters away from the school to understand residents' views in the surrounding areas. The consultation had found 53% of residents were in favour of the proposals, with views ranging from strongly in favour and very strongly in favour in the proposed zones and very strongly in against to very strongly in favour outside the zones.

The officer noted that it was proposed to introduce the zones in September 2020 using Experimental Orders which would allow the council to respond to any traffic orders implemented within the areas and enables residents to share their views ahead of a report going to Traffic Management Advisory Committee to consider ahead of a final decision.

The Committee noted that the proposals were in line with Department for Transport guidance to support more active travel.

Councillor Margaret Bird addressed the Committee, in her capacity as a Ward Councillor, and acknowledged that there were significant problems experienced at Keston Primary School in relation to school traffic however stated that a School Street was not the right solution for that area. The Committee were informed that the road was a through-road and the next roads along were too narrow to accommodate the additional traffic. It was further noted that the 404 bus route goes down this road which would be disrupted.

Councillor Bird raised concerns that the consultation had asked closed questions and so had not enabled residents to fully express their views. Furthermore it was noted that a GP practice was sited on Court Avenue and the proposals would restrict patients, many of whom were elderly, from accessing the GP practice at school drop off and pick up times as they would not be able to travel down Keston Avenue.

Councillor Bird concluded that it was not reasonable to impose the proposed restrictions when 72% of residents were opposed and that the council should look to proactive enforcement to find an alternative solution. It was stated that when she had previously visited the school she had spoken to enforcement officers who had been resistant to intervene as they did not want to be verbally abused by parents.

Following the points raised by the speakers, the New Business and Projects Manager confirmed that Keston Avenue was a through-road, however there were alternative roads that could be used to travel between Coulsdon Road and Caterham Drive. Furthermore, it was stated that School Streets which had been implemented elsewhere had demonstrated a 25% reduction in car usage within a few months of implementation.

In response to concerns that the consultation had been closed it was noted that there had been a question of whether the respondent supported or opposed the proposal, but that there had also been an open text box to allow respondents to provide details and this additional information had been taken into consideration.

The New Business and Projects Manager confirmed that there were existing problems experienced in Court Avenue and that it was felt that this would only worsen with car ownership in the borough growing by 2% annually. It was felt that the only way that the issue could be resolved was by encouraging less car usage and the proposed scheme would encourage more walking, cycling and scooting to school.

In response to the suggestion that further enforcement was the solution at Keston Primary School, the New Business and Projects Manager stated the council had exhausted the options available to it. It was suggested that physical enforcement had a limited impact as it was difficult to issue penalties as parents were quick to drop off and pick up. Previously, the council had utilised a CCTV car to support enforcement however the Deregulation Act 2015 had removed this as an option. The Committee were further informed that the council had responded to 44 complaints received from Keston Avenue in the ten months up until February 2020 and had undertaken patrols with the Safer Neighbourhood Team. This

In response, Councillor Bird raised concerns that the report suggested that 75% of students lived within 12 minute walk of the school, however informed the Committee that this did not take into account the topography of the area and that Keston Primary School was located at the top of a steep hill; as such it was not feasible for children and parents to walk to school.

Whilst it was recognised that only 12 houses would directly benefit from the proposal there were over 334 houses within 300 meters of the school and that those houses would not experience the same level of issues as the 12 houses closest to the school experienced as there would be dispersion.

Members of the Committee noted that at schools where a School Street had been introduced there had been significant reductions in issues and had created safe spaces for children to access school. It was noted that the scheme had been award winning and was considered to be the best approach to encourage young people to actively travel to school as it was not a feasible option to position staff at the school gates to enforcement zig-zags.

Concerns were raised in relation to the proposal at Keston Primary School as it was located on a very steep hill and so many residents were required to travel by car as there was only one bus which came hourly. It was recognised that previous schemes had shown that a gradual reduction in school traffic was realised and it was hope that this was realised at Keston also, if the scheme was implemented. Some Members requested that the proposal for Keston Primary School be reconsidered.

The Chair stated that the ambition of School Streets extended beyond the impact experienced by those living within the immediate vicinity of the school; it was to create a safer environment which encouraged parents to actively travel to school and evidence suggested that reductions of traffic of 25% was facilitating this.

It was recognised that the use of the CCTV car was no longer possible and physical enforcement had not been effective with dealing the issues. The Chair stated that he had enquired whether it was possible to include Court Avenue within the scheme however the GP practice made this not possible as patients would not be able to access it during operational hours.

Members stated that it was important to monitor the displacement experienced to fully understand the impact of the schemes.

In relation to scheme at Christ Church CofE Primary School, Councillor Hoar as a Ward Councillor, informed the Committee that he had spoken to the Residents Association in relation to the proposal. It was report that there was a large amount of construction taking place in the area with the Brick by Brick development on Montpelier Road and that a one-way restriction had been implemented to manage traffic. Residents had requested that this one-way be maintained following construction concluding. It was suggested that if the one-way road was maintained then residents supported the introduction of a School Street. The Chair advised that residents should submit a petition to maintain the one-way road and that the School Street may strengthen this request.

In response to questions, the New Business and Projects Manager confirmed that residents could apply for exemption permits for carers by emailing

[schoolparking@croydon.gov.uk](mailto:schoolparking@croydon.gov.uk). Residents within the zones would be written to advise them of the introduction of the scheme and how to apply for exemptions.

The Committee voted on the officer's recommendations and voted three in support and two in opposition.

The Members which voted in opposition to the recommendations, voted against in relation to Keston Primary School only and supported the introduction of School Streets at the other nine proposed schools.

The Committee therefore resolved to support the recommendations.

**RESOLVED:** That the Traffic Management Advisory Committee agreed to recommend to the Acting Cabinet Member for Environment, Transport and Regeneration (Job Share) that they:

1. Note the summary of responses received to the informal engagement with occupiers within the areas potentially affected by 11 current School Street proposals.
2. Agree, for the reasons detailed in this report, to proceed with introducing Experimental Traffic Regulation Orders and the consultation under the experimental procedure regarding the proposal for new pedestrian zones to restrict, during the start (8.00am to 9.30am) and end (2.00pm to 4.00pm) of the school day (i.e during term time), the use of motor vehicle traffic (except permit holders and emergency vehicles) along the 10 School Streets. To clarify; pedestrians and cyclists would be allowed. The 10 School Streets are in the following locations as illustrated in Appendix 1 of the report:
  - a. Christ Church CofE Primary School (Purley Oaks & Riddlesdown)
  - b. Downsview Primary School (Norbury Park)
  - c. Ecclesbourne Primary School (Bensham Manor)
  - d. Harris Primary Academy Hailing Park (South Croydon)
  - e. Keston Primary School (Old Coulsdon)
  - f. Kingsley Primary Academy (Broad Green)
  - g. Oasis Academy Reylands (Woodside)
  - h. Ridgeway Primary School (Sanderstead)
  - i. St Thomas Becket Catholic Primary (Woodside)
  - j. St Joseph's Catholic Junior School (Crystal Palace & Upper Norwood)
3. Agree not to proceed with an experimental scheme and consultation in 2020 at: Harris Academy Purley Way (Waddon).
4. Agree to proceed with a formal consultation on extending the operational hours to 7.30am to 9.30am and 2.00pm to 4.00pm (during term time) of the pre-existing School Street in Fairfield Way, Dunsfold

.....  
Rise and Meadow Rise, at the Woodcote schools (Coulsdon Town ward), as illustrated in Appendix 2 of the report.

5. If consultations are agreed at 1 to 4, delegate to the Highway Improvement Manager, Public Realm Directorate the authority to give the notice.
6. Note that the outcomes of the consultations indicated in 2 above would be a Key Decision and will therefore be referred back to the Traffic Management Advisory Committee in 2021 for advising the Cabinet Member for Environment, Transport & Regeneration (job share) on whether to change, withdraw or make permanent each the 10 individual proposals.

13/20     **Exclusion of the Press and Public**

This item was not required

The meeting ended at 7.55 pm

**Signed:**

**Date:** .....

<b>REPORT TO:</b>	<b>TRAFFIC MANAGEMENT ADVISORY COMMITTEE 14 OCTOBER 2020</b>
<b>SUBJECT:</b>	<b>PARKING CHARGES REVIEW JANUARY 2021</b>
<b>LEAD OFFICER:</b>	<b>Shifa Mustafa, Executive Director, Place</b>
<b>CABINET MEMBER:</b>	<b>Councillor Stuart King, Acting Cabinet Member for Environment, Transport &amp; Regeneration (Job Share)</b>
<b>WARDS:</b>	<b>All</b>
<b>CORPORATE PRIORITY/POLICY CONTEXT/AMBITIOUS FOR CROYDON:</b>	
<p>Croydon's Parking Policy 2019-2022 supports the following corporate strategies and policies:</p> <ul style="list-style-type: none"> <li>• Our Corporate Plan for Croydon 2018-2022</li> <li>• Air Quality Action Plan 2017-2022</li> <li>• Croydon Local Plan</li> <li>• Health and Wellbeing Strategy</li> <li>• Local Implementation Plan (LIP3)</li> <li>• Croydon Cycling Strategy 2018-23</li> </ul> <p>Croydon's Parking Policy 2019-2022, sets out that parking charges are operated in accordance with the Road Traffic Regulations Act 1984, including having regard to the desirability of securing and maintaining reasonable access to amenities and to the National Air Quality strategy.</p>	
<b>FINANCIAL IMPACT:</b>	
<p>The required capital expenditure of £150k will be funded from the 2020/21 capital programme. The scheme will result in between £748k (without emission-charges) and £1,023m (with emission-charges) additional income in-year, subject to the outcome from the pending consultation on emission-based parking charges.</p>	
<b>KEY DECISION REFERENCE NO.: 5120ETR</b>	
<b>RECOMMENDATIONS:</b>	
<p>The Committee is recommend to:</p> <ol style="list-style-type: none"> <li>1.1 Agree, for the reasons detailed in this report, to amend the existing Traffic Management Orders to effect a 30p per 30min increase in the P&amp;D parking bay charges and to advise the Cabinet Member for Transport and Environment (job share) accordingly.</li> <li>1.2 Note that the recommended 30p per 30min increase would coincide with the implementation of emission-based banded parking charges, as agree by Cabinet 25 March 2019.</li> </ol>	

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| 1.3 | If it is agreed to proceed, delegate to the Highway Improvement Manager, Public Realm Directorate the authority to give a Public Notice of variation. |
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## **2 EXECUTIVE SUMMARY**

- 2.1 Revising the parking charges has the traffic management purpose of managing kerb side demand and influencing car use, to support general accessibility to amenities and in response to overarching national, regional and local drivers for addressing the borough's air quality and public health challenges.
- 2.2 The resulting detailed charges are listed in Appendix 1 and 2.
- 2.3 For clarity, the recommendation does not extend to or affect the following parking and permit related charges:
- Residential, business and other parking permits.
  - Disabled Blue Badge parking concessions.
  - The 460 district centre currently 1-hr free bays that are subject to a consultation under the emission-based parking charges scheme.
  - Charges associated with parking bay suspension and dispensation.
  - School Street access permits.
- 2.4 Subject to the recommendations being agreed, the statutory procedure defined in the RTRA1984 requires the publication of a Public Notice of variation minimum 21 days in advance of the implementation date. It is recommended the revised parking charges could eventually take effect on 1 January 2021 and be fully implemented by 15 February 2021, to coincide with the introduction of emission-based banding.
- 2.5 The required capital expenditure of £150k will be funded from the 2020/21 capital programme. The scheme will result in between £748k (without emission-charges) and £1,023m (with emission-charges) additional income in-year, subject to the outcome from the pending consultation on emission-based parking charges. This income is ring-fenced to the Traffic Management Account, from where it can be allocated to highways or transport related purposes.

## **3 DETAIL**

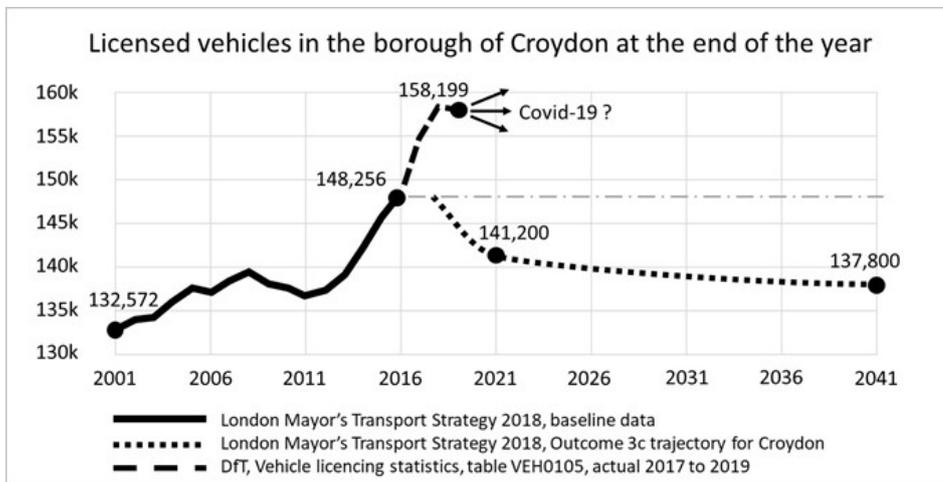
### **3.1 TRAFFIC MANAGEMENT OBJECTIVE**

- 3.1.1 Parking charges are a traffic management device that contributes towards meeting the Council's road network duties under the Traffic Management Act 2004 and the Road Traffic Regulations Act 1984. The RTRA1984 makes provision for the Council managing parking facilities on and off the highway, having regards to the desirability of securing and maintaining reasonable access to amenities, the National Air Quality Strategy and other relevant traffic

management objectives. This includes the establishment of parking charges to help manage the demand and nature of use of the parking facilities.

- 3.1.2 The RTRA1984 is not a fiscal measure and does not authorise the Council to use its powers to charge for parking solely to raise revenue. Any surplus from parking charges is ring-fenced to the Traffic Management Account (TMA), from where it can be allocated to highway or transport related expenditures as defined under the Act.
- 3.1.3 The duty to reduce the causes of congestion and disruption on the road network extends to both moving traffic and to parking. Every car journey starts and ends with a parking space. Parking charges are therefore an important device in influencing car use and traffic.
- 3.1.4 Croydon's Parking Policy 2019-2022<sup>1</sup>, sets out that parking charges are operated in accordance with the RTRA1984.
- 3.1.5 The London Mayor's Transport Strategy 2018 (MTS), which prioritises public health and aims to reduce car use throughout London, is transposed into the Third Local Implementation Plan (LIP3). The MTS Outcome 3c for "London's streets will be clean and green" targets that traffic will fall and congestion kept in check, allowing more efficient operations. The MTS has defined a trajectory for the number of vehicles registered in Croydon to reduce to 141,200 by end of 2021 and to 137,800 by 2041.
- 3.1.6 The majority of parking charges in the Borough apply in on-street parking bays, which are mostly shared between parking permit holders and pay and display (P&D) bay users. This sharing maximises flexibility for drivers ensuring that there are access opportunities for visitors and customers to local businesses, whilst giving a degree of priority to resident permit holders and groups with protected characteristics. In accordance with the statutory requirements, the structure and level of parking charges must be designed to help balance this supply and demand. Roads and car parks where parking demand is high therefore tend to have higher P&D charges and shorter parking duration than lower demand areas.
- 3.1.7 As the borough continues to grow in population and density, the aim for periodically reviewing parking charges is to contribute to maintaining the access to homes, businesses and other amenities and to reduce the adverse environmental and public health impacts associated with non-essential car use. This is achieved by maintaining parking charges at a level that will encourage a lesser reliance on cars and support the effective management of the demand on the kerbside.
- 3.1.8 The number of vehicles registered in Croydon grew from 132,572 in 2001 to 148,256 in 2016 (the MTS/LIP3 baseline) and to 159,199 at the end of 2019 (DfT data). The ongoing rate of growth appears to have stalled, with 162 fewer vehicles registered in 2019 compared to 2018. The post-Covid situation is largely unpredictable. On one hand, the early signs indicate an increase in car use, as travellers avoid public transport. On the other hand, future trends in

home working and the potential for a post-Covid economic effect (as shown for the 2008 downturn) would likely contribute to a reduction in car use. Notwithstanding this uncertainty, the gap to the prescribed MTS/LIP3 trajectory is currently substantial.



3.1.9 Parking pressure is a growing problem. This became particularly evident during the recent Covid-19 lockdown, when more drivers stayed at home and many Controlled Parking Zone (CPZ) roads became overwhelmed. It became necessary to suspend parking enforcement, except for the most obstructive and dangerous parking. The situation presented a disservice to many residents who found it difficult to access their homes. Many residents had to park their cars several roads away from their homes and outside the CPZs, where they inadvertently impeded residents in these other areas.

3.1.10 When demand for parking in a location exceeds the available kerbside space, then parking space becomes a premium and drivers become more desensitised to the parking charges. The parking charges in effect lose their effectiveness in managing the excess demand. Maintaining parking charges at too low a level will insufficiently influence travel mode choices, such as the use of car clubs and cycling, and it will not help encouraging those who are able to give up a non-essential car.

3.1.11 Parking places across the Borough are generally oversubscribed, which indicates that current charges have not reached the price elasticity point. When one driver deselect using the car unnecessarily (which is a traffic management objective), then another is ready to take the space. In such a situation, parking charges should be increased until the sensitivity point is reached and a sufficient degree of car travel and parking is discouraged. Essential car owners, who needs to driver, will find easy accessible parking more valuable than cheap parking.

3.1.12 The Cabinet on 25 March 2019<sup>2</sup> agreed a phased approach to introducing emission-based parking charges. This includes the implementation of emission-based banding of parking charges in P&D destination parking places from 1 January 2021. Considering the costs and disruption from revising tariff information on 800+ signs and P&D machines, it is preferable to combine the

implementation of the emissions scheme and the charges increase into a single works project.

3.1.13 Parking controls will contribute to the control of congestion and emissions. The reciprocal – that emission-controls contribute to parking controls – does not automatically hold true. While transport policy in general is concerned with unreliability of journey times caused by unanticipated congestion, journey times can also become uncertain because of the failure to find vacant destination parking space, with further consequences to local congestion arising from the searching and idling for parking spaces. All cars in fact take up parking space, cause congestion and show hostility towards cyclists and pedestrians, regardless of emission levels and fuel type. Emission-based parking charges are important to reduce harmful emissions, but they are not the full solution to reducing congestion and making the road space more attractive to cycling. The general parking times and charges structure are more effective in achieving this.

3.1.14 The average car is parked at home for about 80% of the time, parked elsewhere for about 16.5% of the time, and is used for the remaining 3.5% [source: RAC Foundation, Spaced Out: Perspectives on parking policy, July 2012]. Parking management measures typically operate by designating or moderating the provided space and through the parking time and charges structure. Motorists can respond to the measures by:

- Parking in a place that best suit personal needs;
- Parking in a different location with more space or lower charges, maybe with further to walk;
- Parking for a different length of time;
- Making use of parking discounts, such as off-peak or emission-based pricing;
- Changing the mode of travel;
- Changing the destination; or
- Abandoning the journey.

3.1.15 A comprehensive review of on-street and off-street parking charges was carried out in 2016 with a simpler linear tariff being introduced with set rates per 30 minutes for P&D bay charges. This was carried out as part of a fair parking policy to provide a more consistent approach across the Borough, in an operationally cost-effective way, while complying with the road network duties placed upon the Council. The then introduced charges were subsequently reviewed in 2018, which was the most recent review prior to this report.

3.1.16 Croydon's good transport links, to both London, Gatwick and the Tram route across the borough, makes Croydon susceptible to external commuter parking – i.e. from drivers arriving from outside the borough and who use Croydon primarily for all-day car parking while they travel on. This can in places impede access for local residents and local business customers. Comparing parking charges in Croydon with those in the immediate neighbouring boroughs, there

currently is an abnormality in Croydon offering the lowest priced all day parking. This situation has developed in combination with increased parking pressure from more cars being on the road.

Town	Croydon	Bromley	Sutton	Merton	Caterham
1 hour in district centre	Free	70p	£1.20	£1.50	Free
2 hours in central zone	£5.20	£3.80	£4.50	£6.00	Free
8 hours in residential zone	£4.80/£8.00	£8.80	£9.00	£12.00	Free
8 hours in district car park	£4.80	£5.60	£4.50	£5.00/£7.00	Free
8 hours in central car park	£13.60	£14.00	£5.00	£16.00	Free

\* Obtained July 2020.

3.1.17 The 2 hours on-street charge in the Croydon central zone is higher than the in privately operated multi-storey car parks. The privately operated cars parks all operate with spare capacity, meaning that drivers have choices. It is a traffic management objective to encourage off-street parking where possible. The following example tariffs were obtained in July 2020. The 2-hour charges in the privately operated Centrale Centre car park is £3.70, Qpark (off Surrey Street) is £4.00 and NCP in Wandle Road (by Flyover) is £3.50. Centrale has a standing offer of £5.70 for all day parking. QPark has a season ticket that is £5.00 equivalent per day option. NCP at the Whitgift Centre is £6.20 for 2 hours, although it has an early bird (pre-9am) £4.50 all day and season ticket that is £4.35 equivalent per day options.

3.1.18 Across the district centre high streets, the emission-based parking charges scheme agreed by Cabinet on 25 March 2019<sup>2</sup>, has opened a consultation on converting 460 time limited 1-hour free parking bays, to 2-hour maximum emission-based charged parking<sup>3</sup>. This supports the emissions-reduction objectives and has a further traffic management purpose in helping to improve customer access/footfall and the attractiveness of public realm near shops and other business outlets in the district centres. The locations are as follows:

- District Centre high streets in South Norwood, Thornton Heath, Selsdon, Purley and Coulsdon Town.
- Local centres in Beulah Hill, Cherry Orchard Road, Lower Addiscombe Road, Addiscombe, Brighton Road (South Croydon), Station Approach Sanderstead, and Old Lodge Lane (Purley).
- London Road between Sumner Road and Broad Green Avenue.

It is recommended not to apply any charges increase, should the outcome of the above described consultation result in a newly converted tariff structure.

3.1.19 In summary to this section 3.1, there is a Traffic Management purpose in the following objectives:

- a) Revise P&D bay charges, to a level where they reach the price elasticity point and become relevant to the traffic management purpose – i.e. to contribute to meeting the trajectory for cars reduction prescribed by the MTS/LIP3 Outcome 3c.
- b) The revised charges must proportionately align to the evolved parking pressures and represent an increase that exceeds that recently introduced for emission-based parking permit charges, to secure that resident permit holders are not deprioritised in access to the parking capacity in residential roads.
- c) The parking reduction impact must incur mostly in the longer stay bays. These bays tend to be in residential roads, where local residents compete for space with commuters and day visitors. The residents will have access to discounted parking permits and visitor permits, and need therefore not be impacted by P&D charges.
- d) In the Croydon central zone, there is a purpose in encouraging drivers to use the under-utilised off-street parking capacity in the privately operated car parks, to help free up the streets from parked cars and make more space for pedestrians and cyclists.
- e) Disabled Blue Badge holders must continue to park for free and can also park where certain restrictions otherwise applies.
- f) Implement the revised P&D charges increase in combination – i.e. simultaneously – with the emission-based charges structure that was agreed by Cabinet in March 2019, to minimise cost and disruption from making the tariff changes.

## 3.2 PRIOR ENGAGEMENT

3.2.1 The draft Parking Policy 2019-2022 was consulted on in May 2019, prior to its final approval in July 2019.

3.2.2 A survey on the future of transport for the then draft third Local Implementation Plan (LIP3) in September 2018 found that 74% of 994 respondents are concerned about air quality in Croydon and 72% agreed that traffic levels should be lowered.

## 3.3 PROPOSED CHARGES

3.3.1 A 30p per 30min increase in parking charges is required to discourage a level of car travel and parking – to appropriately address the MTS/LIP3 car use reduction objective. Subject to the emission-bases tariff structure being agreed, a 30p per 30min increase would apply to the default emissions Band 3. Drivers

of emission Band 2 vehicles, which represents the majority 65% of cars registered in the Borough, will incur a 25% discount and effectively experience a 23p increase; while drivers of electric vehicles will experience a 3p increase.

- 3.3.2 The parking reduction impact will mostly incur in the longer stay bays, where the charges increase is multiplied by a higher number of 30min units and therefore appears more noticeable. These longer stay bays tend to be in residential roads, where local residents compete for space with commuters and day visitors.
- 3.3.3 Residents have access to discounted parking permits and visitor permits and do therefore not need to be affected by the 30p P&D increase. The 30p increase can thereby better serve the traffic management purpose of providing a degree of priority to residents.
- 3.3.4 The 30p per 30min increase will have a lesser perceivably effect in short stay bays, which are often near to shops and amenities and which depend on a high turnover in parking events. It is I fact assumed that freeing up bays from longer-stay parking will offer opportunity for more short stay events.
- 3.3.5 The table below shows the estimated changes in parking events in the individual time bands, which would result from a 30p per 30min increase. The net result adds up to a net 12% reduction in parking events, which would mainly occur in the longer stays such as commuter parking. Considering that parking charges were last revised in September 2018 and that revisions have historically tended to happen every other year, the 12% parking reduction is in line with the Mayor’s Transport Strategy, as adopted into Croydon’s LIP3.

Time band	Existing avg. charge*	New avg. charge	% of events	Est. events change	Net income effect
30min	£0.50	£0.80	24%	+4%	+32%  =£2.64m p.a.
1hr	£1.20	£1.80	19%	+2%	
2hr	£2.05	£3.25	10%	-3%	
4hr	£4.70	£7.10	8%	-20%	
8hr+	£9.40	£14.20	39%	-30%	

\* Note, the average charge combines charges across different time limited bays. For example, 1 hour parking is £2.60 in a max 2-hr zone, while it is £0.60 in a max 8-hr zone. The average depends on the distribution in bay usage between the different zone types.

- 3.3.6 The resulting detailed tariffs for each the individual parking places are listed in Appendix 1 and 2. Note that 2 two possible outcomes are presented. The resulting outcome from this decision depends on the outcome from a separate public consultation and decision on introducing emission-based parking charges.

**New outcome ‘A’** is the new charges that would result from this report decision if the emission-based charges do not proceed.

**New outcome 'B'** is the new charges that would result from this report decision if the emission-based charges do proceed.

The Public Notice described below will be published once the emissions-based scheme has been decided upon, in accordance with the decision authority authorised by Cabinet on 25 March 2019. This report hence recommends the 30p/30min increase in parking charges, regardless which of the two outcome options becomes relevant. The resulting Public Notice will list the appropriate outcome columns only – i.e. the irrelevant column will be deleted prior to publication.

- 3.3.7 The reason for presenting the decision in this 'parallel' fashions, as opposed to treating the schemes sequentially in isolation, is to enable the 2 schemes be implemented simultaneously. The combined implementation reduces costs, resources demand and disruptions/confusion to drivers that would otherwise occur if implementing the schemes in 2 sequential steps.
- 3.3.8 For clarity to Appendix 2, Drovers Road and Duppas Hill Terrace a 2 small rows of bays immediately adjoining the highway, but which actually stands on off-street land. They are covered by an off-street TMO, but are otherwise fully aligned to the 4-hour on-street CPZ and accepts the 'West' zone on-street resident permit.

### 3.4 **PUBLIC NOTICE**

- 3.4.1 In accordance with section 35C and 46A of the Road Traffic Regulation Act 1984, subject to the recommendations being agreed, the revised parking charges will require publication in a local paper (Croydon Guardian) and London Gazette for a minimum of 21 days in advance of their implementation. The statutory procedure for the notice of variation in parking charges does not include any requirement for inviting or considering objections.

### 3.5 **IMPLEMENTATION**

- 3.5.1 Subject to the recommendations in this report being agreed and the further decision process, a Traffic Management Order amending the charges can come into effect on 1 January 2021. From this date, the update to P&D machine notices, including displaying the new process for obtaining the lower emissions discounts, and physical replacement of mobile pay signs and car park tariff boards will be undertaken. The preparation and works will demand the temporary allocation of a dedicated project resource, proposed to be filled by an internal secondment.
- 3.5.2 It would be unacceptable to start replacing certain tariff signs in advance of the Traffic Management Order legally coming into effect, even if drivers were still to incur the earlier revision of parking charges. It is therefore logistically unavoidable that for a few days over the implementation period, some drivers

will experience paying less than the newly displayed tariff. This is preferred to the opposite scenario, where drivers are charged more than the displayed tariff.

#### 4 FINANCIAL AND RISK ASSESSMENT CONSIDERATIONS

##### 1 Revenue and Capital consequences of report recommendations

	Current year	Medium Term Financial Strategy – 3 year forecast		
	2020/21	2021/22	2022/23	2023/24
	£'000	£'000	£'000	£'000
<b>Revenue Budget available</b>				
Expenditure	0	0	0	0
Income	(800)	(1,630)	(1,630)	(1,630)
<b>Effect of decision from report</b>				
Expenditure	0	0	0	0
Income	(748)	(2,640)	(2,640)	(2,640)
<b>Remaining budget</b>	<u>52</u>	<u>(1,010)</u>	<u>(1,010)</u>	<u>(1,010)</u>
<b>Capital Budget available</b>				
Expenditure	0	0	0	0
<b>Effect of decision from report</b>				
Expenditure	150	0	0	0
<b>Remaining budget</b>	<u>150</u>	<u>0</u>	<u>0</u>	<u>0</u>

##### 2 The effect of the decision

The in-year income is £748k, but this could potentially augment by £275k, to become £1,023, subject to the yet unknown outcome of the consultation on emission-based charges structure.

The introduction of emission-based destination parking charges in 2021, as per the 25 March 2019 Cabinet report (background paper 1) and subject to consultation, would produce a full-year (£830k) effect in 2021/22. This pre-programmed effect is assumed for information purpose and included in the 'Revenue Budget available' line for future years – although this future budget remains to be approved.

##### 3 Risks

No particular financial risks are identified.

#### **4 Options**

Not introducing the recommended charges would result in a £800k pressure on the 2020/21 parking income budget, in addition to the pressure already impacted by Covid-19.

#### **5 Future savings/efficiencies**

The scheme is not expected to create any savings or efficiencies.

*Approved by, Kate Bingham, Head of Finance on behalf of the Director of Finance, Investment and Risk and S151 Officer.*

### **5 LEGAL CONSIDERATIONS**

- 5.1 The Head of Litigation and Corporate Law comments on behalf of the Director of Law and Governance that Sections 6, 35C, 45, 46, 47, 49, 124 and Part IV of Schedule 9 of the Road Traffic Regulation Act 1984 (RTRA) provides the Council with the power to implement the changes proposed in this report. This legislation gives a local authority the power to make Traffic Management Orders (TMO) to control parking by designating on-street and off-street parking places, charging for their use and imposing waiting and loading restrictions on vehicles of all or certain classes at all times or otherwise.
- 5.2 In making such Orders, the Council must follow the procedures set out at Schedule 9, Part III of the Road Traffic Regulation Act 1984 and detailed in the Local Authorities Traffic Orders (Procedure)(England and Wales) Regulations 1996 (the 1996 Regulations). The said Regulations, prescribe inter alia, specific publication, consultation and notification requirements that must be strictly observed. It is incumbent on the Council to take account of any representations made during the consultation stage and any material objections received to the making of the Order, must be reported back to the decision maker before the Order is made.
- 5.3 By virtue of section 122 of the RTRA, the Council must exercise its powers under that Act so as to secure the expeditious, convenient and safe movement of vehicular and other traffic including pedestrians, and the provision of suitable and adequate parking facilities on and off the highway. These powers must be exercised so far as practicable having regard to the following matters:-
- the desirability of securing and maintaining reasonable access to premises.
  - the effect on the amenities of any locality affected including the regulation and restriction of heavy commercial traffic so as to preserve or improve amenity.
  - the national air quality strategy.
  - the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles.
  - any other matters appearing to the Council to be relevant.
- 5.4 The High Court has confirmed that the Council must have proper regard to the matters set out at s 122(1) and (2) and specifically document its analysis of all relevant section 122 considerations when reaching any decision.

- 5.5 Finally it should be noted that the Courts have been clear that the Road Traffic Regulation Act 1984 is not a fiscal measure and does not authorise a local authority to use its powers to charge local residents for parking in order to raise surplus revenue for other transport purposes.
- 5.6 When designating and charging for parking places the authority should be governed solely by the section 122 purpose. There is in section 45 no statutory purpose specifically identified for charging. Charging may be justified provided it is aimed at the fulfilment of the statutory purposes which are identified in section 122 (broadly referred to as “traffic management purposes”). Such purposes may include but are not limited to, the cost of provision of on-street and off-street parking, the cost of enforcement, the need to “restrain” competition for on-street parking, encouraging vehicles off-street, securing an appropriate balance between different classes of vehicles and users, and selecting charges which reflect periods of high demand. What the authority may not do is introduce charging and charging levels for the purpose, primary or secondary, of raising section 55(4) revenue.

*Approved by: Sandra Herbert, Head of Litigation and Corporate Law on behalf of the Director of Law and Governance & Deputy Monitoring Officer*

## **6 HUMAN RESOURCES IMPACT**

- 6.1 The recommendations in this report do not have any human resources implications. The implementation project calls for a temporary 6-week internal secondment, which will be met from existing budgets and can present a personal development opportunity for a member of staff. Any additional HR issues which arise other than in the planned budget and establishment will be managed under the Council’s policies and procedures.

*Approved by: Jennifer Sankar, Head of HR Place & GSE on behalf of Sue Moorman, Director of HR*

## **7 EQUALITIES IMPACT**

- 7.1 The Equality Act 2010 introduced the Public Sector Equality Duty. This requires all public bodies, including local authorities, to have due regard to the need to:
- a) Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act.
  - b) Advance equality of opportunity between people who share a protected characteristic and those who do not.
  - c) Foster good relations between people who share a protected characteristic and those who do not.
- 7.2 The Equalities Impact Assessment (EqIA) is attached in the background documents. It incorporates the results from engagement on the Parking Policy 2019-2022 in April 2019, which includes sections of parking charges. The

outcome of the September 2020 consultation on the combination emission-based parking charges is also considered.

- 7.3 The prior engagement and consultation results in 2019 and 2020 have found that no individual protected sub-group stands out as having responded negatively to the principles behind parking charges and emission-based banding – in terms of impact on their protected characteristics. There has been some elevated concern about insufficiency in the parking bays accessible for the disabled and that disabled drivers, with an essential car use need, may have to start paying for parking. These concerns are recognised and mitigated in the Parking Policy actions plan and are supported by the currently proposed revision of parking charges. It is not recommended to introduce parking charges for disabled Blue Badge holders.
- 7.4 Influencing the overall number of cars parked on the roads in the borough, and in parking congested P&D zones in particular, can help improve access for all protected groups with essential car needs, hence improve their ability to travel and participate where participation is currently disproportionately low.
- 7.5 Active encouragement of car use and emission reduction, benefits all individuals, families and neighbourhoods. Air pollution disproportionately impacts on the most vulnerable in the population, in particular the sick, young and elderly. Those at higher risk include those with existing respiratory problems and chronic illnesses such as asthma and chronic obstructive pulmonary disease.
- 7.6 There is currently no evident information to suggest that increasing and banding parking charges will have a disproportionate impact on people with protected characteristics (as covered by the Equality Act).
- 7.7 The recommendations in this report do not conflict with the Public Sector Equality Duty. In terms of groups with protected characteristics, it is considered that the reasons for introducing a 30p per 30min increase in parking charges, combined with emissions-based banding, outweighs any reasons for not implementing them.

*Approved by: Yvonne Okiyo, Equalities Officer*

## **8 ENVIRONMENTAL IMPACT**

- 8.1 The parking charges contribute to the objectives for the Air Quality Actions Plan.

## **9 CRIME AND DISORDER REDUCTION IMPACT**

- 9.1 There are no foreseeable impacts on crime and disorder.

## **10 REASONS FOR RECOMMENDATIONS/PROPOSED DECISION**

- 10.1 P&D bay parking charges are currently too low for effectively influencing car use. As consequence, the Council sub-optimally meets its traffic management duties.

## **11 OPTIONS CONSIDERED AND REJECTED**

- 11.1 The alternative option to do nothing would be a lost opportunity for improving access to homes, businesses and amenities and to making a contribution to the Air Quality Actions Plan. This would fall short of obligations under nationally and regionally devolved responsibilities for improving the Borough's air quality and public health, including the Mayor's Transport Strategy objective to reduce car dependency.

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### **CONTACT OFFICER:**

- Steve Iles, Director of Public Realm;
- Sarah Randall, Heading of Parking Services.

### **APPENDICES TO THIS REPORT**

- Appendix 1 – Proposed on-street parking charges.
- Appendix 2 – Proposed off-street (car parks) parking charges.

### **BACKGROUND PAPERS**

1. <https://www.croydon.gov.uk/transportandstreets/policies/parking-policy-2019-to-2022>
2. <https://democracy.croydon.gov.uk/ieListDocuments.aspx?CId=183&MId=1553&Ver=4> (item 28/19)
3. <https://getinvolved.croydon.gov.uk/uploadedfiles/ED%20Place%20report%20on%20consultation%20Sep%202020.pdf>
4. Equalities Impact Assessment on Emission-based and Increased Parking Charges, dated 9 September 2020.

**On-Street Parking Charges – Proposed Changes**

The Public Notice of new parking charges would show the charges set under the 'existing' TMO and one of the 'new' charges to be introduced into an amended TMO.

Which of the two outcomes depends on the outcome of the consultation on emission-based parking charges.

**New outcome 'A'** is the new charges that would result if the emission-based charges do not proceed.

**New outcome 'B'** is the new charges that would result if the emission-based charges do proceed. In this case the emissions bands are described as follows:

**Band 1** applied to electric or other vehicles emitting less than 1g/km CO<sub>2</sub>. The new parking charge equates to **90% discount** on the Band 3 charge.

**Band 2** applies to vehicles emitting between 1 and 185g/km CO<sub>2</sub>. The new parking charge equates to **25% discount** on the Band 3 charge.

**Band 3** applies the vehicles emitting more than 185g/km CO<sub>2</sub>; vehicles registered before March 2001; diesel engine vehicles registered before September 2015; and all payments made at P&D machines.

**Inner Zone CPZs**

Croydon CPZs, 2-hour zone (light)			New outcome 'A'	New outcome 'B'		
Tariff	Duration	Existing		Band 1	Band 2	Band 3
Mon – Sat 9am - 5pm	30min	£0.00	£0.00	£0.20	£1.50	£2.00
	1hr	£2.60	£3.20	£0.40	£3.00	£4.00
	1hr 30min	£3.90	£4.80	£0.60	£4.50	£6.00
	2hrs	£5.20	£6.40	£0.80	£6.00	£8.00
Sunday	All day	£0.00	£0.00	£0.00	£0.00	

London Road, West Croydon Station to Sumner Rd

South End and Selsdon Road, South Croydon

Croydon CPZs, 2-hour zone		
Tariff	Duration	Existing
Mon – Sat During CPZ hours	30min	£1.30
	1hr	£2.60
	1hr 30min	£3.90
	2hrs	£5.20
Sunday	1hr	£1.30
	All day	£3.30
6pm – Midnight	1hr	£1.30
Mon – Sun	All night	£3.30

New outcome 'A'
£1.60
£3.20
£4.80
£6.40
£1.90
£4.60
£1.90
£4.60

New outcome 'B'		
Band 1	Band 2	Band 3
£0.20	£1.50	£2.00
£0.40	£3.00	£4.00
£0.60	£4.50	£6.00
£0.80	£6.00	£8.00
£0.23	£1.73	£2.30
£0.58	£4.35	£5.80
£0.22	£1.65	£2.20
£0.56	£4.20	£5.60

Croydon CPZs, 4-hour zone		
Tariff	Duration	Existing
Mon – Sat During CPZ hours	30min	£0.90
	1hr	£1.80
	1hr 30min	£2.70
	2hrs	£3.60
	2hr 30min	£4.50
	3hrs	£5.40
	3hr 30min	£6.30
	4hrs	£7.20
Sunday	1hr	£1.30
	All day	£3.30
6pm - Midnight	1hr	£1.30
Mon – Sun	All night	£3.30

New outcome 'A'
£1.20
£2.40
£3.60
£4.80
£6.00
£7.20
£8.40
£9.60
£1.90
£4.60
£1.90
£4.60

New outcome 'B'		
Band 1	Band 2	Band 3
£0.15	£1.13	£1.50
£0.30	£2.25	£3.00
£0.45	£3.38	£4.50
£0.60	£4.50	£6.00
£0.75	£5.63	£7.50
£0.90	£6.75	£9.00
£1.05	£7.88	£10.50
£1.20	£9.00	£12.00
£0.22	£1.65	£2.20
£0.56	£4.20	£5.60
£0.22	£1.65	£2.20
£0.56	£4.20	£5.60

Croydon CPZs, 8-hour zone, standard		
Tariff	Duration	Existing
Mon – Sat During CPZ hours	30min	£0.30
	1hr	£0.60
	1hr 30min	£0.90
	2hrs	£1.20
	2hr 30min	£1.50

New outcome 'A'
£0.60
£1.20
£1.80
£2.40
£3.00

New outcome 'B'		
Band 1	Band 2	Band 3
£0.07	£0.53	£0.70
£0.14	£1.05	£1.40
£0.21	£1.58	£2.10
£0.28	£2.10	£2.80
£0.35	£2.63	£3.50

	3hrs	£1.80	£3.60	£0.42	£3.15	£4.20
	3hr 30min	£2.10	£4.20	£0.49	£3.68	£4.90
	4hrs	£2.40	£4.80	£0.56	£4.20	£5.60
	4hr 30min	£2.70	£5.40	£0.63	£4.73	£6.30
	5hrs	£3.00	£6.00	£0.70	£5.25	£7.00
	5hr 30min	£3.30	£6.60	£0.77	£5.78	£7.70
	6hrs	£3.60	£7.20	£0.84	£6.30	£8.40
	6hr 30min	£3.90	£7.80	£0.91	£6.83	£9.10
	7hrs	£4.20	£8.40	£0.98	£7.35	£9.80
	7hr 30min	£4.50	£9.00	£1.05	£7.88	£10.50
	8hrs	£4.80	£9.60	£1.12	£8.40	£11.20
Sunday	All day	£0.00	£0.00	£0.00	£0.00	£0.00

Croydon CPZs, 8-hour zone, premium			New outcome 'A'	New outcome 'B'		
Tariff	Duration	Existing		Band 1	Band 2	Band 3
Mon – Sat During CPZ hours	30min	£0.50	£0.80	£0.10	£0.75	£1.00
	1hr	£1.00	£1.60	£0.20	£1.50	£2.00
	1hr 30min	£1.50	£2.40	£0.30	£2.25	£3.00
	2hrs	£2.00	£3.20	£0.40	£3.00	£4.00
	2hr 30min	£2.50	£4.00	£0.50	£3.75	£5.00
	3hrs	£3.00	£4.80	£0.60	£4.50	£6.00
	3hr 30min	£3.50	£5.60	£0.70	£5.25	£7.00
	4hrs	£4.00	£6.40	£0.80	£6.00	£8.00
	4hr 30min	£4.50	£7.20	£0.90	£6.75	£9.00
	5hrs	£5.00	£8.00	£1.00	£7.50	£10.00
	5hr 30min	£5.50	£8.80	£1.10	£8.25	£11.00
	6hrs	£6.00	£9.60	£1.20	£9.00	£12.00
	6hr 30min	£6.50	£10.40	£1.30	£9.75	£13.00
	7hrs	£7.00	£11.20	£1.40	£10.50	£14.00
	7hr 30min	£7.50	£12.00	£1.50	£11.25	£15.00
	8hrs	£8.00	£12.80	£1.60	£12.00	£16.00
Sunday	All day	£0.00	£0.00	£0.00	£0.00	£0.00

Croydon CPZs, 12-hour zone			New outcome 'A'	New outcome 'B'		
Tariff	Duration	Existing		Band 1	Band 2	Band 3
Mon – Sat During CPZ hours	30min	£0.50	£0.80	£0.10	£0.75	£1.00
	1hr	£1.00	£1.60	£0.20	£1.50	£2.00
	1hr 30min	£1.50	£2.40	£0.30	£2.25	£3.00
	2hrs	£2.00	£3.20	£0.40	£3.00	£4.00
	2hr 30min	£2.50	£4.00	£0.50	£3.75	£5.00
	3hrs	£3.00	£4.80	£0.60	£4.50	£6.00
	3hr 30min	£3.50	£5.60	£0.70	£5.25	£7.00
	4hrs	£4.00	£6.40	£0.80	£6.00	£8.00
	4hr 30min	£4.50	£7.20	£0.90	£6.75	£9.00
	5hrs	£5.00	£8.00	£1.00	£7.50	£10.00
	5hr 30min	£5.50	£8.80	£1.10	£8.25	£11.00
	6hrs	£6.00	£9.60	£1.20	£9.00	£12.00
	6hr 30min	£6.50	£10.40	£1.30	£9.75	£13.00
	7hrs	£7.00	£11.20	£1.40	£10.50	£14.00
	7hr 30min	£7.50	£12.00	£1.50	£11.25	£15.00
	8hrs	£8.00	£12.80	£1.60	£12.00	£16.00
	8hr 30min	£8.50	£13.60	£1.70	£12.75	£17.00
	9hrs	£9.00	£14.40	£1.80	£13.50	£18.00
	9hr 30min	£9.50	£15.20	£1.90	£14.25	£19.00
	10hrs	£10.00	£16.00	£2.00	£15.00	£20.00
	10hr 30min	£10.50	£16.80	£2.10	£15.75	£21.00
	11hrs	£11.00	£17.60	£2.20	£16.50	£22.00
	11hr 30min	£11.50	£18.40	£2.30	£17.25	£23.00
	12hrs	£12.00	£19.20	£2.40	£18.00	£24.00
Sunday	1hr	£1.30	£1.90	£0.22	£1.65	£2.20
	All day	£3.30	£4.60	£0.56	£4.20	£5.60

## Outer Zone CPZs

District CPZs, 2-hour zone			New outcome 'A'	New outcome 'B'		
Tariff	Duration	Existing		Band 1	Band 2	Band 3
Mon – Sat During CPZ hours	30min	£0.70	£1.00	£0.12	£0.90	£1.20
	1hr	£1.40	£2.00	£0.24	£1.80	£2.40
	1hr 30min	£2.10	£3.00	£0.36	£2.70	£3.60
	2hrs	£2.80	£4.00	£0.48	£3.60	£4.80
Sunday	All day	£0.00	£0.00	£0.00	£0.00	£0.00

District CPZs, 4-hour zone			New outcome 'A'	New outcome 'B'		
Tariff	Duration	Existing		Band 1	Band 2	Band 3
Mon – Sat During CPZ hours	30min	£0.50	£0.80	£0.10	£0.75	£1.00
	1hr	£1.00	£1.60	£0.20	£1.50	£2.00
	1hr 30min	£1.50	£2.40	£0.30	£2.25	£3.00
	2hrs	£2.00	£3.20	£0.40	£3.00	£4.00
	2hr 30min	£2.50	£4.00	£0.50	£3.75	£5.00
	3hrs	£3.00	£4.80	£0.60	£4.50	£6.00
	3hr 30min	£3.50	£5.60	£0.70	£5.25	£7.00
	4hrs	£4.00	£6.40	£0.80	£6.00	£8.00
Sunday	All day	£0.00	£0.00	£0.00	£0.00	£0.00

District CPZs, 8-hour zone			New outcome 'A'	New outcome 'B'		
Tariff	Duration	Existing		Band 1	Band 2	Band 3
Mon – Sat During CPZ hours	30min	£0.30	£0.60	£0.07	£0.53	£0.70
	1hr	£0.60	£1.20	£0.14	£1.05	£1.40
	1hr 30min	£0.90	£1.80	£0.21	£1.58	£2.10
	2hrs	£1.20	£2.40	£0.28	£2.10	£2.80
	2hr 30min	£1.50	£3.00	£0.35	£2.63	£3.50
	3hrs	£1.80	£3.60	£0.42	£3.15	£4.20
	3hr 30min	£2.10	£4.20	£0.49	£3.68	£4.90
	4hrs	£2.40	£4.80	£0.56	£4.20	£5.60

	4hr 30min	£2.70	£5.40	£0.63	£4.73	£6.30
	5hrs	£3.00	£6.00	£0.70	£5.25	£7.00
	5hr 30min	£3.30	£6.60	£0.77	£5.78	£7.70
	6hrs	£3.60	£7.20	£0.84	£6.30	£8.40
	6hr 30min	£3.90	£7.80	£0.91	£6.83	£9.10
	7hrs	£4.20	£8.40	£0.98	£7.35	£9.80
	7hr 30min	£4.50	£9.00	£1.05	£7.88	£10.50
	8hrs	£4.80	£9.60	£1.12	£8.40	£11.20
Sunday	All day	£0.00	£0.00	£0.00	£0.00	£0.00

**Off-Street Parking Charges – Proposed Changes**

The Public Notice of new parking charges would show the charges set under the 'existing' TMO and one of the 'new' charges to be introduced into an amended TMO.

Which of the two outcomes depends on the outcome of the consultation on emission-based parking charges.

**New outcome 'A'** is the new charges that would result if the emission-based charges do not proceed.

**New outcome 'B'** is the new charges that would result if the emission-based charges do proceed. In this case the emissions bands are described as follows:

**Band 1** applied to electric or other vehicles emitting less than 1g/km CO<sub>2</sub>. The new parking charge equates to **90% discount** on the Band 3 charge.

**Band 2** applies to vehicles emitting between 1 and 185g/km CO<sub>2</sub>. The new parking charge equates to **25% discount** on the Band 3 charge.

**Band 3** applies the vehicles emitting more than 185g/km CO<sub>2</sub>; vehicles registered before March 2001; diesel engine vehicles registered before September 2015; and all payments made at P&D machines.

**Central Croydon**

East Croydon Station, 8 spaces			New outcome 'A'	New outcome 'B'		
Tariff	Duration	Existing		Band 1	Band 2	Band 3
Mon – Sat 7am - 6pm	15min	£0.50	£0.70	£0.09	£0.68	£0.90
	30min	£1.00	£1.30	£0.18	£1.35	£1.80

Factory Lane, 18 spaces			New outcome 'A'	New outcome 'B'		
Tariff	Duration	Existing		Band 1	Band 2	Band 3
Mon – Sat	1hr	£1.30	£1.90	£0.23	£1.73	£2.30
	2hrs	£2.60	£3.80	£0.46	£3.45	£4.60
	3hrs	£3.90	£5.70	£0.69	£5.18	£6.90
	4hrs	£5.20	£7.60	£0.92	£6.90	£9.20
	5hrs	£6.50	£9.50	£1.15	£8.63	£11.50
	6hrs	£7.80	£11.40	£1.38	£10.35	£13.80
	7hrs	£9.30	£13.50	£1.61	£12.08	£16.10
	24hrs	£10.60	£15.40	£1.84	£13.80	£18.40
Evening 6pm - 7am	1hr	£1.30	£1.90	£0.22	£1.65	£2.20
	All night	£3.30	£4.60	£0.56	£4.20	£5.60
Permit*	12 months	£400.00	£580.00	£72.00	£540.00	£720.00
Motorcycles	All day	£0.00	£0.00	£0.00	£0.00	£0.00

\* renewals only, no longer available (legacy arrangement)

Jubilee Bridge, 80 spaces		
Tariff	Duration	Existing
Mon – Sat	1hr	£1.30
	2hrs	£2.60
	3hrs	£3.90
	4hrs	£5.20
	5hrs	£6.50
	6hrs	£7.80
	7hrs	£9.30
	24hrs	£10.60
Evening 6pm - 7am	1hr	£1.30
	All night	£3.30
Season Ticket	12 months	£700.0 0
Motorcycle s	All day	£0.00

New outcome 'A'
£1.90
£3.80
£5.70
£7.60
£9.50
£11.40
£13.50
£15.40
£1.90
£4.60
£1,015.0 0
£0.00

New outcome 'B'		
Band 1	Band 2	Band 3
£0.23	£1.73	£2.30
£0.46	£3.45	£4.60
£0.69	£5.18	£6.90
£0.92	£6.90	£9.20
£1.15	£8.63	£11.50
£1.38	£10.35	£13.80
£1.61	£12.08	£16.10
£1.84	£13.80	£18.40
£0.22	£1.65	£2.20
£0.56	£4.20	£5.60
£126.00	£945.00	£1,260.0 0
£0.00	£0.00	£0.00

Spices Yard, 134 spaces		
Tariff	Duration	Existing
Mon – Sat	1hr	£1.30
	2hrs	£2.60
	3hrs	£3.90
	4hrs	£5.20
	5hrs	£6.50
	6hrs	£7.80
	7hrs	£9.30
	24hrs	£10.60
Evening 6pm - 7am	1hr	£1.30
	All night	£3.30
Sunday	1hr	£1.30
	All day	£3.30
Season Ticket	12 months	£920.0 0
Motorcycle s	All day	£0.00

New outcome 'A'
£1.90
£3.80
£5.70
£7.60
£9.50
£11.40
£13.50
£15.40
£1.90
£4.60
£1.90
£4.60
£1,330.0 0
£0.00

New outcome 'B'		
Band 1	Band 2	Band 3
£0.23	£1.73	£2.30
£0.46	£3.45	£4.60
£0.69	£5.18	£6.90
£0.92	£6.90	£9.20
£1.15	£8.63	£11.50
£1.38	£10.35	£13.80
£1.61	£12.08	£16.10
£1.84	£13.80	£18.40
£0.22	£1.65	£2.20
£0.56	£4.20	£5.60
£0.22	£1.65	£2.20
£0.56	£4.20	£5.60
£166.00	£1,245.0 0	£1,660.0 0
£0.57	£4.28	£5.70

Wandle Road, 122 spaces		
Tariff	Duration	Existing
Mon – Sat	1hr	£1.30
	2hrs	£2.60
	3hrs	£3.90
	4hrs	£5.20
	5hrs	£6.50
	6hrs	£7.80

New outcome 'A'
£1.90
£3.80
£5.70
£7.60
£9.50
£11.40

New outcome 'B'		
Band 1	Band 2	Band 3
£0.23	£1.73	£2.30
£0.46	£3.45	£4.60
£0.69	£5.18	£6.90
£0.92	£6.90	£9.20
£1.15	£8.63	£11.50
£1.38	£10.35	£13.80

	7hrs	£9.30	£13.50	£1.61	£12.08	£16.10
	24hrs	£10.60	£15.40	£1.84	£13.80	£18.40
Evening 6pm - 7am	1hr	£1.30	£1.90	£0.22	£1.65	£2.20
	All night	£3.30	£4.60	£0.56	£4.20	£5.60
Sunday	1hr	£1.30	£1.90	£0.22	£1.65	£2.20
	All day	£3.30	£4.60	£0.56	£4.20	£5.60
Season Ticket	12 months	£920.0 0	£1,330.0 0	£166.00	£1,245.0 0	£1,660.0 0
Motorcycle s	All day	£0.00	£0.00	£0.57	£4.28	£5.70

West Croydon (Station), 57 spaces		
Tariff	Duration	Existin g
Mon – Sat	1hr	£1.70
	2hrs	£3.40
	3hrs	£5.10
	4hrs	£6.80
	5hrs	£8.90
	6hrs	£10.20
	7hrs	£11.90
	24hrs	£13.60
Evening 6pm - 7am	1hr	£1.30
	All night	£3.30
Contract	12 months	£850.0 0
Motorcycle s	All day	£0.00

New outcome 'A'
£2.30
£4.60
£6.90
£9.20
£11.90
£13.80
£16.10
£18.40
£1.90
£4.60
£1,150.0 0
£0.00

New outcome 'B'		
Band 1	Band 2	Band 3
£0.28	£2.10	£2.80
£0.56	£4.20	£5.60
£0.84	£6.30	£8.40
£1.12	£8.40	£11.20
£1.40	£10.50	£14.00
£1.68	£12.60	£16.80
£1.96	£14.70	£19.60
£2.24	£16.80	£22.40
£0.22	£1.65	£2.20
£0.56	£4.20	£5.60
£144.00	£1,080.0 0	£1,440.0 0
£0.00	£0.00	£0.00

### District Centres

Belgrave Road, 15 spaces		
Tariff	Duration	Existin g
Mon – Sat 7am - 6pm	1hr	£0.70
	2hrs	£1.40
	3hrs	£2.10
	4hrs	£2.80
	5hrs	£3.50
	6hrs	£4.20
	11hrs	£4.90
Sunday	All day	£0.00
Motorcycle s	All day	£0.00

New outcome 'A'
£1.30
£2.60
£3.90
£5.20
£6.50
£7.80
£9.10
£0.00
£0.00

New outcome 'B'		
Band 1	Band 2	Band 3
£0.15	£1.13	£1.50
£0.30	£2.25	£3.00
£0.45	£3.38	£4.50
£0.60	£4.50	£6.00
£0.75	£5.63	£7.50
£0.90	£6.75	£9.00
£1.05	£7.88	£10.50
£0.00	£0.00	£0.00
£0.00	£0.00	£0.00

Central Parade, 108 spaces		
Tariff	Duration	Existing
Mon – Sat 7am - 6pm	1hr	£0.70
	2hrs	£1.40
	3hrs	£2.10
	4hrs	£2.80
	5hrs	£3.50
	6hrs	£4.20
	11hrs	£4.90
Sunday	All day	£0.00
Motorcycles	All day	£0.00
Season Ticket	12 month	£500.00
Trade Permit	12 month	£80.00

New outcome 'A'
£1.30
£2.60
£3.90
£5.20
£6.50
£7.80
£9.10
£0.00
£0.00
£920.00
£145.00

New outcome 'B'		
Band 1	Band 2	Band 3
£0.15	£1.13	£1.50
£0.30	£2.25	£3.00
£0.45	£3.38	£4.50
£0.60	£4.50	£6.00
£0.75	£5.63	£7.50
£0.90	£6.75	£9.00
£1.05	£7.88	£10.50
£0.00	£0.00	£0.00
£0.00	£0.00	£0.00
£110.00	£825.00	£1,100.00
£18.00	£135.00	£180.00

Clifford Road, 25 spaces		
Tariff	Duration	Existing
Mon – Sat 7am - 6pm	1hr	£0.70
	2hrs	£1.40
	3hrs	£2.10
	4hrs	£2.80
	5hrs	£3.50
	6hrs	£4.20
	11hrs	£4.90
Sunday	All day	£0.00
Motorcycles	All day	£0.00
Eve. Permit	12 month	£60.00

New outcome 'A'
£1.30
£2.60
£3.90
£5.20
£6.50
£7.80
£9.10
£0.00
£0.00
£110.00

New outcome 'B'		
Band 1	Band 2	Band 3
£0.15	£1.13	£1.50
£0.30	£2.25	£3.00
£0.45	£3.38	£4.50
£0.60	£4.50	£6.00
£0.75	£5.63	£7.50
£0.90	£6.75	£9.00
£1.05	£7.88	£10.50
£0.00	£0.00	£0.00
£0.00	£0.00	£0.00
£13.00	£97.50	£130.00

Coulsdon Centre (CALAT), 35 spaces		
Tariff	Duration	Existing
Mon – Sat 7am - 6pm	1hr	£0.70
	2hrs	£1.40
	3hrs	£2.10
	4hrs	£2.80
Sunday	All day	£0.00
Motorcycles	All day	£0.00

New outcome 'A'
£1.30
£2.60
£3.90
£5.20
£0.00
£0.00

New outcome 'B'		
Band 1	Band 2	Band 3
£0.15	£1.13	£1.50
£0.30	£2.25	£3.00
£0.45	£3.38	£4.50
£0.60	£4.50	£6.00
£0.00	£0.00	£0.00
£0.00	£0.00	£0.00

Garnet Road, 32 spaces		
Tariff	Duration	Existing
Mon – Sat 7am - 6pm	1hr	£0.70
	2hrs	£1.40
	3hrs	£2.10
	4hrs	£2.80
	5hrs	£3.50
	6hrs	£4.20
	11hrs	£4.90
Sunday	All day	£0.00
Motorcycles	All day	£0.00
Season Ticket	12 month	£420.00

New outcome 'A'
£1.30
£2.60
£3.90
£5.20
£6.50
£7.80
£9.10
£0.00
£0.00
£780.00

New outcome 'B'		
Band 1	Band 2	Band 3
£0.15	£1.13	£1.50
£0.30	£2.25	£3.00
£0.45	£3.38	£4.50
£0.60	£4.50	£6.00
£0.75	£5.63	£7.50
£0.90	£6.75	£9.00
£1.05	£7.88	£10.50
£0.00	£0.00	£0.00
£0.00	£0.00	£0.00
£93.00	£697.50	£930.00

Granville Gardens, 135 spaces		
Tariff	Duration	Existing
Mon – Sat 7am - 6pm	1hr	£0.70
	2hrs	£1.40
	3hrs	£2.10
	4hrs	£2.80
	5hrs	£3.50
	6hrs	£4.20
	11hrs	£4.90
Sunday	All day	£0.00
Motorcycles	All day	£0.00
Season Ticket	12 month	£420.00

New outcome 'A'
£1.30
£2.60
£3.90
£5.20
£6.50
£7.80
£9.10
£0.00
£0.00
£780.00

New outcome 'B'		
Band 1	Band 2	Band 3
£0.15	£1.13	£1.50
£0.30	£2.25	£3.00
£0.45	£3.38	£4.50
£0.60	£4.50	£6.00
£0.75	£5.63	£7.50
£0.90	£6.75	£9.00
£1.05	£7.88	£10.50
£0.00	£0.00	£0.00
£0.00	£0.00	£0.00
£93.00	£697.50	£930.00

Lion Green Road, 102 spaces		
Tariff	Duration	Existing
Mon – Sat 7am - 6pm	1hr	£0.70
	2hrs	£1.40
	3hrs	£2.10
	4hrs	£2.80
	5hrs	£3.50
	6hrs	£4.20
	11hrs	£4.90
Sunday	All day	£0.00
Motorcycles	All day	£0.00

New outcome 'A'
£1.30
£2.60
£3.90
£5.20
£6.50
£7.80
£9.10
£0.00
£0.00

New outcome 'B'		
Band 1	Band 2	Band 3
£0.15	£1.13	£1.50
£0.30	£2.25	£3.00
£0.45	£3.38	£4.50
£0.60	£4.50	£6.00
£0.75	£5.63	£7.50
£0.90	£6.75	£9.00
£1.05	£7.88	£10.50
£0.00	£0.00	£0.00
£0.00	£0.00	£0.00

Purley MSCP, 424 spaces		
Tariff	Duration	Existing
Mon – Sat 7am - 6pm	1hr	£0.70
	2hrs	£1.40
	3hrs	£2.10
	4hrs	£2.80
	5hrs	£3.50
	6hrs	£4.20
	11hrs	£4.90
Sunday	All day	£0.00
Motorcycles	All day	£0.00
Season Ticket	1 month	£65.00
	3 months	£180.00
	12 months	£600.00

New outcome 'A'
£1.30
£2.60
£3.90
£5.20
£6.50
£7.80
£9.10
£0.00
£0.00
£120.00
£335.00
£1,110.00

New outcome 'B'		
Band 1	Band 2	Band 3
£0.15	£1.13	£1.50
£0.30	£2.25	£3.00
£0.45	£3.38	£4.50
£0.60	£4.50	£6.00
£0.75	£5.63	£7.50
£0.90	£6.75	£9.00
£1.05	£7.88	£10.50
£0.00	£0.00	£0.00
£0.00	£0.00	£0.00
£14.50	£108.75	£145.00
£40.00	£300.00	£400.00
£133.00	£997.50	£1,330.00

Reedham Station , 54 spaces		
Tariff	Duration	Existing
Mon - Sun	24hrs	£2.40
Motorcycles	24hrs	£0.00

New outcome 'A'
£4.40
£0.00

New outcome 'B'		
Band 1	Band 2	Band 3
£0.53	£3.98	£5.30
£0.00	£0.00	£0.00

Russell Hill Place, 60 spaces		
Tariff	Duration	Existing
Mon – Sat 7am - 6pm	1hr	£0.70
	2hrs	£1.40
	3hrs	£2.10
	4hrs	£2.80
	5hrs	£3.50
	6hrs	£4.20
	11hrs	£4.90
Sunday	All day	£0.00
Motorcycles	All day	£0.00

New outcome 'A'
£1.30
£2.60
£3.90
£5.20
£6.50
£7.80
£9.10
£0.00
£0.00

New outcome 'B'		
Band 1	Band 2	Band 3
£0.15	£1.13	£1.50
£0.30	£2.25	£3.00
£0.45	£3.38	£4.50
£0.60	£4.50	£6.00
£0.75	£5.63	£7.50
£0.90	£6.75	£9.00
£1.05	£7.88	£10.50
£0.00	£0.00	£0.00
£0.00	£0.00	£0.00

Sanderstead Road, 38 spaces		
Tariff	Duration	Existing
Mon – Sat 7am - 6pm	1hr	£0.70
	2hrs	£1.40
	3hrs	£2.10
	4hrs	£2.80
	5hrs	£3.50
	6hrs	£4.20
	11hrs	£4.90

New outcome 'A'
£1.30
£2.60
£3.90
£5.20
£6.50
£7.80
£9.10

New outcome 'B'		
Band 1	Band 2	Band 3
£0.15	£1.13	£1.50
£0.30	£2.25	£3.00
£0.45	£3.38	£4.50
£0.60	£4.50	£6.00
£0.75	£5.63	£7.50
£0.90	£6.75	£9.00
£1.05	£7.88	£10.50

Sunday	All day	£0.00
Motorcycles	All day	£0.00
Res. Permit	12 months	£290.00

£0.00
£0.00
£540.00

£0.00	£0.00	£0.00
£0.00	£0.00	£0.00
£63.00	£472.50	£630.00

Waddon Leisure, 32 spaces		
Tariff	Duration	Existing
Mon – Sun 7am – 10pm	1hr	£0.70
	2hrs	£1.40
	3hrs	£2.10
	4hrs	£2.80
	5hrs	£3.50
	6hrs	£4.20
	7hrs	£4.90
	15hrs	£5.60
Motorcycles	All day	£0.00

New outcome 'A'
£1.30
£2.60
£3.90
£5.20
£6.50
£7.80
£9.10
£10.40
£0.00

New outcome 'B'		
Band 1	Band 2	Band 3
£0.15	£1.13	£1.50
£0.30	£2.25	£3.00
£0.45	£3.38	£4.50
£0.60	£4.50	£6.00
£0.75	£5.63	£7.50
£0.90	£6.75	£9.00
£1.05	£7.88	£10.50
£1.20	£9.00	£12.00
£0.00	£0.00	£0.00

Droves Road, Duppas Hill Terrace		
Tariff	Duration	Existing
Mon – Sun 7am - 10pm	30min	£0.90
	1hr	£1.80
	1hr 30min	£2.70
	2hrs	£3.60
	2hr 30min	£4.50
	3hrs	£5.40
	3hr 30min	£6.30
	4hrs	£7.20
Motorcycles	All day	£0.00

New outcome 'A'
£1.20
£2.40
£3.60
£4.80
£6.00
£7.20
£8.40
£9.60
£0.00

New outcome 'B'		
Band 1	Band 2	Band 3
£0.15	£1.13	£1.50
£0.30	£2.25	£3.00
£0.45	£3.38	£4.50
£0.60	£4.50	£6.00
£0.75	£5.63	£7.50
£0.90	£6.75	£9.00
£1.05	£7.88	£10.50
£1.20	£9.00	£12.00
£0.00	£0.00	£0.00

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# Equality Analysis Form

# 1. Introduction

## 1.1 Purpose of Equality Analysis

The council has an important role in creating a fair society through the services we provide, the people we employ and the money we spend. Equality is integral to everything the council does. We are committed to making Croydon a stronger, fairer borough where no community or individual is held back.

Undertaking an Equality Analysis helps to determine whether a proposed change will have a positive, negative, or no impact on groups that share a protected characteristic. Conclusions drawn from Equality Analyses helps us to better understand the needs of all our communities, enable us to target services and budgets more effectively and also helps us to comply with the Equality Act 2010.

An equality analysis must be completed as early as possible during the planning stages of any proposed change to ensure information gained from the process is incorporated in any decisions made.

In practice, the term '**proposed change**' broadly covers the following:-

- Policies, strategies and plans;
- Projects and programmes;
- Commissioning (including re-commissioning and de-commissioning);
- Service review;
- Budget allocation/analysis;
- Staff restructures (including outsourcing);
- Business transformation programmes;
- Organisational change programmes;
- Processes (for example thresholds, eligibility, entitlements, and access criteria).

## 2. Proposed change

Directorate	PLACE
Title of proposed change	Emission-based and Increased Parking Charges – January 2021
Name of Officer carrying out Equality Analysis	Sarah Randall

### 2.1 Purpose of proposed change (see 1.1 above for examples of proposed changes)

**Briefly summarise the proposed change and why it is being considered. Please also state if it is an amendment to an existing arrangement or a new proposal.**

The proposal is to revise parking charges to help more effectively achieve the traffic management duty and manage parking provision across the borough road network in line with the Corporate Plan and the borough's growth objectives. This is part of Phase 3 for introducing emission-based parking charges, as defined in the Cabinet report on 25 March 2019 and agreed by Cabinet on this date, subject to consultation.

This EA is a living document, which will be revised as the project develops and further consultation is conducted as necessary to fully review the potential impact on groups that share protected characteristics. A further revision of the document will consider the result of the consultation supporting a decision to implement the revised parking charges.

Our Corporate Plan for Croydon 2018-2022 sets out a number of priorities that are aimed at improving the environment we live in, and aim to make it more sustainable, to encourage and support health live. The key priorities directly or indirectly linked to parking charges include:

- An excellent transport network that is safe, reliable and accessible to all – by recognising the important link between transport and a sustainable environment and working collaboratively and undertaking informed decisions that are innovative based on the needs of a neighbourhood, for example, to encourage fewer short car journeys and reduce traffic congestion.
- A cleaner and more sustainable environment – by addressing air quality with the work we do, such as to help improve air quality and reduce congestion.
- Happy, healthy and independent lives – by preventing issues from becoming a problem and having an environment that encourages and supports healthy living.

Air pollution is an important and increasingly more high profile public health issue, contributing to illness and shortened life expectancy. It disproportionately impacts on the most vulnerable in the population, in particular the sick, young and elderly. Those at higher risk include those with existing respiratory problems and chronic illnesses such as asthma and chronic obstructive pulmonary disease. People who live or work near busy roads are at particularly high risk of exposure to the health harms of air pollution.

There are many national & regional strategies that have been introduced to improve air pollution and reduce emissions over recent years and months to help improve the public's health.

On 08 July 2019, Cabinet resolved to recommend that Council (on 15 July 2019) declare a 'Climate Emergency' and note the need for urgent action at an international, national and local level.

The proposal is to revise parking charges for the borough, aimed at contributing to a reduction in vehicles use and emissions that will help address public health priorities, the impact of vehicle emissions and congestion on air quality, the need for a shift to more active and sustainable transport modes, and the growing demand for kerbside space.

In the context of all the above, it is clear that the parking charges can play an important role in helping to achieve Croydon's Corporate outcomes. As the borough grows in population and density the aim is to improve the environment by delivering actions that will encourage and enable a lesser reliance on cars, a change to lower emitting vehicles and better management of the demand on the kerbside.

## **1. Equality Act 2010**

Section 149 of the Equality Act 2010 sets out the Council's public sector equality duty (PSED). It provides as follows:

1.1 A public authority must, in the exercise of its functions, have due regard to the need to:

- (a) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;
- (b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
- (c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

1.2 Having due regard to the need to advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it involves having due regard, in particular, to the need to—

- (a) remove or minimise disadvantages suffered by persons who share a relevant protected characteristic that are connected to that characteristic;
- (b) take steps to meet the needs of persons who share a relevant protected characteristic that are different from the needs of persons who do not share it;
- (c) encourage persons who share a relevant protected characteristic to participate in public life or in any other activity in which participation by such persons is disproportionately low.

1.3 The steps involved in meeting the needs of disabled persons include, steps to take account of disabled persons' needs.

1.4 Having due regard to the need to foster good relations between persons who share a relevant protected characteristic and persons who do not involves having due regard, in particular, to the need to—

- (a) tackle prejudice, and
- (b) promote understanding.

1.5 Compliance with the duties in section 149 may involve treating some persons more favourably than others; but that is not to be taken as permitting conduct that would otherwise be prohibited by or under this Act.

1.6 The relevant protected characteristics are—

- age;
- disability;
- gender reassignment;
- pregnancy and maternity;
- race;
- religion or belief;
- sex;
- sexual orientation.

## **2 Prior engagement on Parking Policy 2019-2022**

The analysis of the engagement response to the then draft Parking Policy in April 2019 showed that 142 out of the total 183 respondents completed one or more of the equalities questions. Of these 135 responded to age questions, 136 to disability, 134 to gender and 130 to ethnicity. Emission-based parking permit charges were specifically described within both the then draft Parking Policy, the associated Cabinet report and the Get Involved survey site for the engagement.

The then draft Parking Policy described 6 policy sections, of which Section 2 on Parking Management and Section 5 on Parking charges are particularly relevant to the present document. Responses to Section 2 of the policy reflected some elevated level of concern from the protected groups of Disability and Age. These relate to respondents saying there are not enough disabled bays; not enough is being done to curb illegal parking; and a concern that Electric Vehicle Charging Points (EVCPs) may infringe on pavement space. All of these concerns are recognised and will be addressed in the policy. Responses to Section 5 showed some elevated level of concern amongst the disabled group for parking charges. The feedback received to the then draft Parking Policy were addressed by action points on the actions plan section of the Equalities Analysis and incorporated into the final policy implemented from 7<sup>th</sup> August 2019.

## **3 Prior consultation on Emission-based parking permit charges**

This prior consultation refers to the Phase 1 and 2 of the emission-based parking charges, which were implemented on 1 September 2019 and 1 April 2020 respectively. Phase 1 and 2 were concerned with parking permits. Phase 3 is now concerned with on-street Pay & Display (P&D) destination parking charges. The previous statutory consultation has directly transferable elements. The analysis of the

statutory consultation on the emission-based parking permit charges (which closed on 20th June 2019) found that 154 of 1,149 respondents (13%) were concerned that the emission-based charges could be unfair to those who cannot afford a newer car, which includes the poorest, elderly and vulnerable. Several respondents detailed example personal circumstances. The following considerations were made and reflected in the key decision report:

- 3.1 In relation to the PSED compliance and any potential concerns of a disproportional impact on vulnerable car owners/drivers and those least able to fund a newer car, the following protected characteristics are identified in the Equalities Analysis as most relevant in relation to the proposal:
- Disability.
  - Age.
  - Pregnancy and maternity.

Section 3.4 describes how each of the above groups may be impacted, and mitigations for such impacts are detailed over sections 3.5 – 3.8 below.

- 3.2 The 1,149 respondents to the consultation did not raise any concerns from other protected groups. Other protected characteristics, as per Equality Act 2010 section 149(7), are considered to be less impacted by emission-based parking charges, and these include gender reassignment, race, religion or belief, sex and sexual orientation.

- 3.3 It is considered that the Council's fulfilment of the PSED duty is promoted by measures detailed under the following categories:

1. Addressing poor air quality and disproportionate impact on the more vulnerable residents.
2. Accessibility to the process of paying for parking – i.e. usability of payment machines/mechanisms/methods etc.
3. Cost/charge for parking a car.
4. Unavailability of space to park a car, for people with (physical or mental) mobility impairment for whom the car is essential.

#### **Addressing poor air quality and its disproportionate impact on the more vulnerable residents**

- 3.4 Air pollution is of increasingly higher importance as a public health issue. Air pollution contributes to illness and shortened life expectancy. It disproportionately impacts on the most vulnerable in the population, in particular the sick, young and elderly. Those at higher risk include those with respiratory problems and chronic illnesses such as asthma and chronic obstructive pulmonary disease. People who live or work near busy roads are at particularly high risk of exposure to the health harms of air pollution. Figure 1 shows how the majority of highly polluted areas are situated within CPZs (zones that have P&D parking charges).

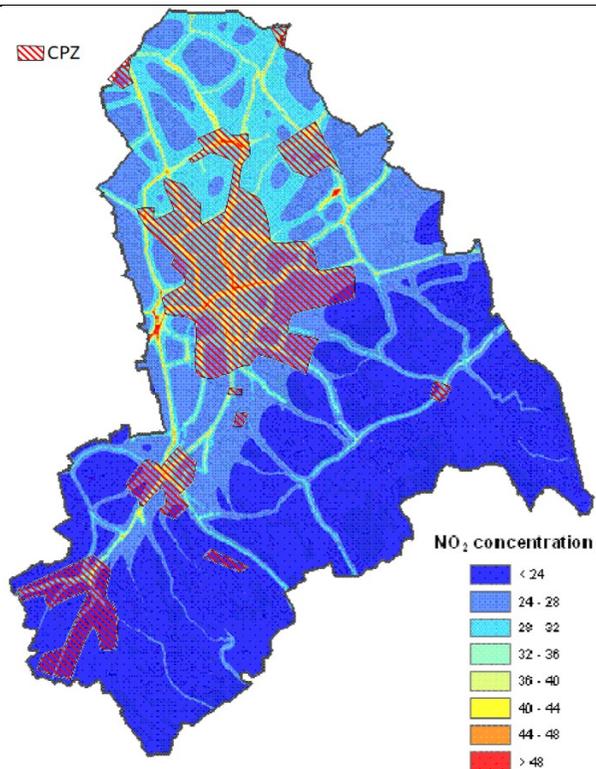


Figure 1 – CPZ P&D areas overlapped with predicted areas of Croydon breaching annual average nitrogen dioxide air quality objective (40µg/m<sup>3</sup>) in 2015.  
(source: *Air Quality Action Plan, 2017*)

There is a also disproportionally high overlap between the P&D parking bays areas and poor living environment, of which air quality is a significant factor (see Figure 2). The CPZ P&D bays coincide disproportionally with the areas of elevated risk of premature death and the impairment of quality of life due to poor health.

The Director for Public Health's Annual Report 2017 highlights that Croydon has the highest rate of hospital admissions for childhood (0-9 years) asthma and the third highest number of asthma deaths in London. The population density of children aged under 4 is disproportionally higher within the CPZ P&D areas, in particular in the North zones.

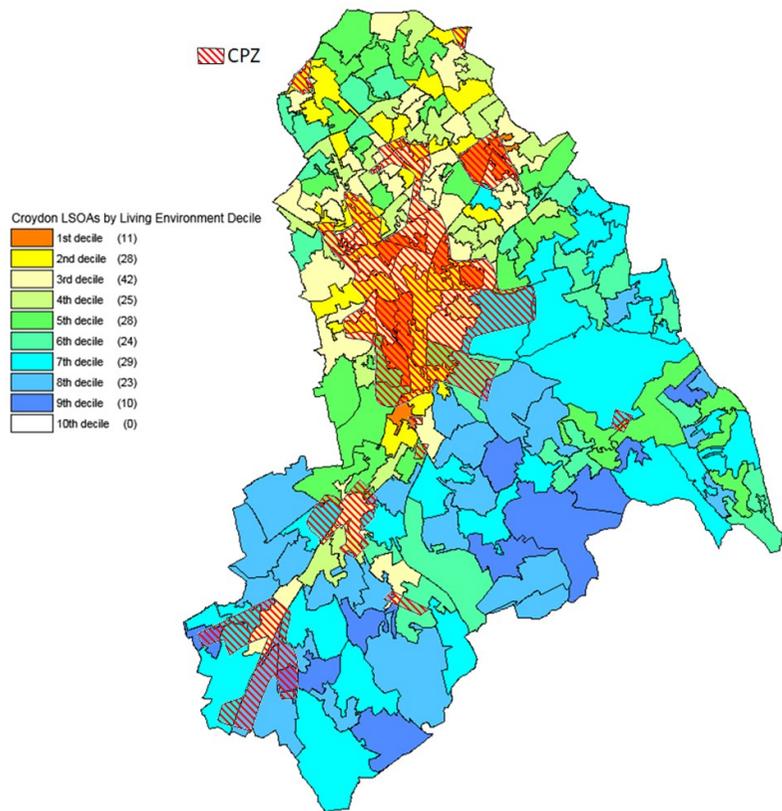


Figure 2 – CPZ P&D areas overlapped with the living environment domain, looking at both the indoor living environment and the outdoor living environment, including air quality.  
(source: [www.croydonobservatory.org](http://www.croydonobservatory.org))

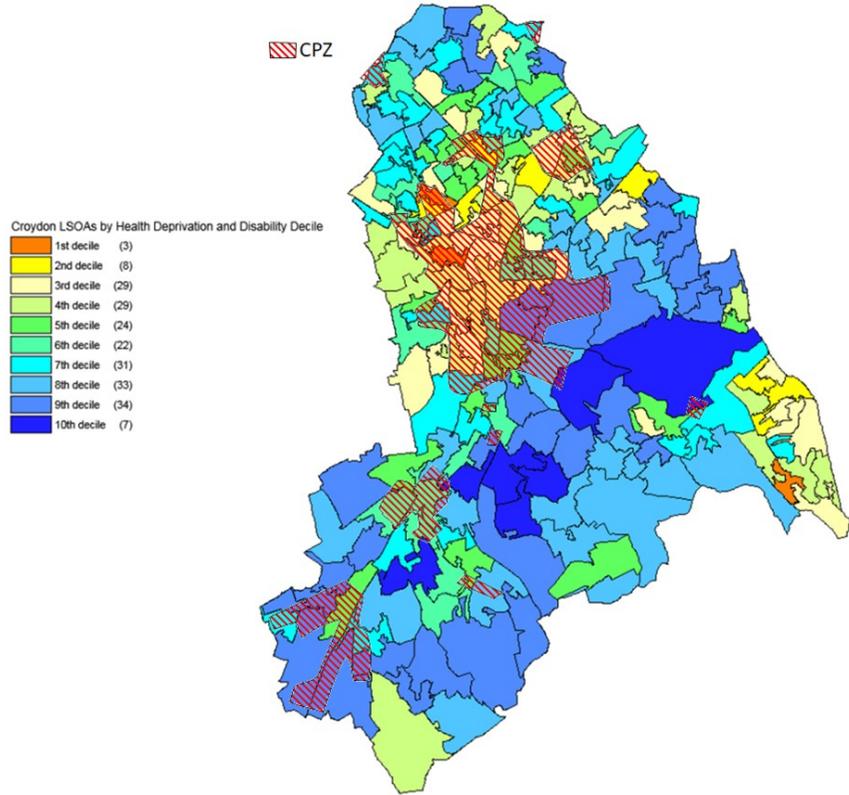


Figure 3 – CPZ P&D areas overlapped with health deprivation and disability, based on the risk of premature death and the impairment of quality of life due to poor mental or physical health.  
(source: [www.croydonobservatory.org](http://www.croydonobservatory.org))

% of population who are 0-4  
2016 Mid Year Estimates

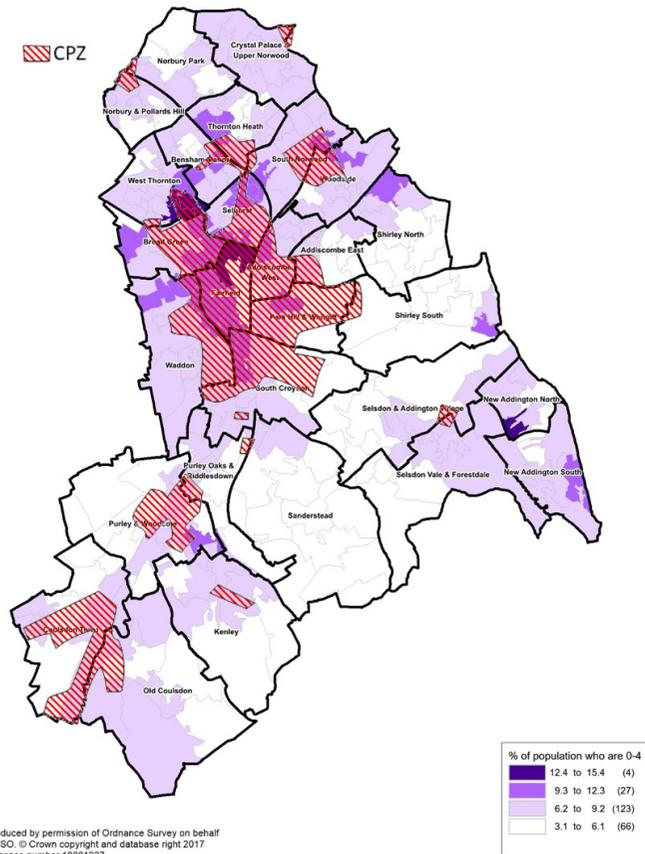


Figure 4 – CPZ P&D areas overlapped with density 0 - 4 year olds.  
(source: [www.croydonobservatory.org](http://www.croydonobservatory.org))

205 premature deaths each year in Croydon are attributed to air pollution and it mainly affects the vulnerable. By comparison, to put the public health issue into perspective, 493 deaths in 2008 were attributed to smoking. [source: Croydon Health And Wellbeing Board, Joint health and wellbeing strategy 2013-2018].

In Croydon an Air Quality Management Area (AQMA) has been declared for the whole of the borough, for failing to meet the EU annual average limit for air pollutants. The national Clean Air Strategy 2019 and the London Mayor's Strategy require actions to reduce NOx and particulate matter emissions mainly at a local level. These actions are required to start showing results by 2021. If parking charges were to be maintained at a lower level, then it is considered unlikely to influence a sufficient number of owners in their next car choices

or indeed choices to have two or more non-essential vehicles and this in turn would impact negatively on the overarching objectives. Residents and local businesses for whom parking and road congestion have adverse economic and quality of life implications include people who cannot immediately afford to replace their older cars.

Active encouragement of lower emission vehicles and the underlying reduction in car use, benefits all individuals at risk of respiratory illnesses and exacerbation. It would enable persons from all protected groups to breathe cleaner and safer air. This can help improve the ability of certain protected groups to travel and participate where participation is currently disproportionately low as stated in the Equality Act 2010 as a Public sector equality duty.

### **Accessibility to the process of paying for parking**

- 3.5 The proposal does not alter the present process for paying for parking, which is well evolved and is demonstrated to be accessible over at least a decade. The emission-charge calculation is automated upon entering the vehicle's registration number as is already required upon registering with the present Mobile Pay system. It should be noted that disabled Blue Badge holders, which counts 11,459 individual and 71 organisational blue badges holders in Croydon, are exempt from having to use process of paying for parking charges in public parking places.

### **Cost/charge for parking a car**

- 3.6 CPZ P&D locations represent the roads with high demand for parking spaces and have been introduced to better manage the availability of kerb-space for residents and visitors. Parking charges are set as a means to help achieve this.
- 3.7 All 11,459 individual and 71 organisational blue badges holders in Croydon are exempt from the proposed parking charges. Free-of-charge disabled Companion Badges, for those who support a person with a Blue Badge, are also exempt from parking charges.
- 3.8 Some essential drivers, who do not necessarily have a disabled Blue Badge and are not automatically eligible for free parking, but do have a threshold mobility impairment, have access to Personal Independence Payment (PIP), which is a benefit that helps with the extra costs of a long-term health conditions for people aged 16 to 64. The PIP, or DLA, motoring allowance is currently £61.20 per week (£68.35 for war pensioners), as help with extra costs that are faced as result of disabilities and is to cover the cost of a Motability lease agreement for an essential vehicle (or powered wheelchair/scooter).

With regards to persons with protected characteristics who are not eligible for a disabled blue badge or a motoring PIP, which includes the scenario of someone who must obtain and use a car as direct consequence of advanced age, pregnancy or maternity, the parking charges will remain a relatively modest element of the typical c.£2,000 to £4,000 total yearly cost of car ownership ([www.motoringresearch.com/car-news/average-car-costs-a-month](http://www.motoringresearch.com/car-news/average-car-costs-a-month)). Compared to all other associated costs of owning a car, parking charges would be a minimal percentage of the overall cost. It should be remembered that workplaces have a duty to secure access for

protected groups with mobility impairment. The proposed charges do not therefore significantly reduce the opportunities for persons who share protected characteristics and who are ineligible for a disabled blue badge.

- 3.9 The proposed revised charges are significantly reduced for lowest emission vehicles, meaning that for those who select a lowest emission car at their next choice, including those with protected characteristics who are ineligible for free parking, have opportunity to reduce their parking expenses.
- 3.10 With regards to maternity: Where a child has a special transport needs then they would typically be entitled to a blue badge, making the parent's car eligible for a companion badge, which exempts the parent's car from parking charges both at home and at destinations within Croydon.

The top 20% on higher income have higher car ownership and uses the car more than twice as much as the 20% on lowest income. [source: <https://www.gov.uk/government/statistical-data-sets/nts07-car-ownership-and-access>]. Car ownership and use impacts on air quality and public realm for those who walk. Although income is not protected characteristic, there is nonetheless a correlation between low income and health deprivation. Inappropriately low parking charges in effect disproportionately benefits the higher income section of the population, at the expense of the public health impacts from air pollution and a degraded living environments of those on lower income – who tends to be more deprived of health.

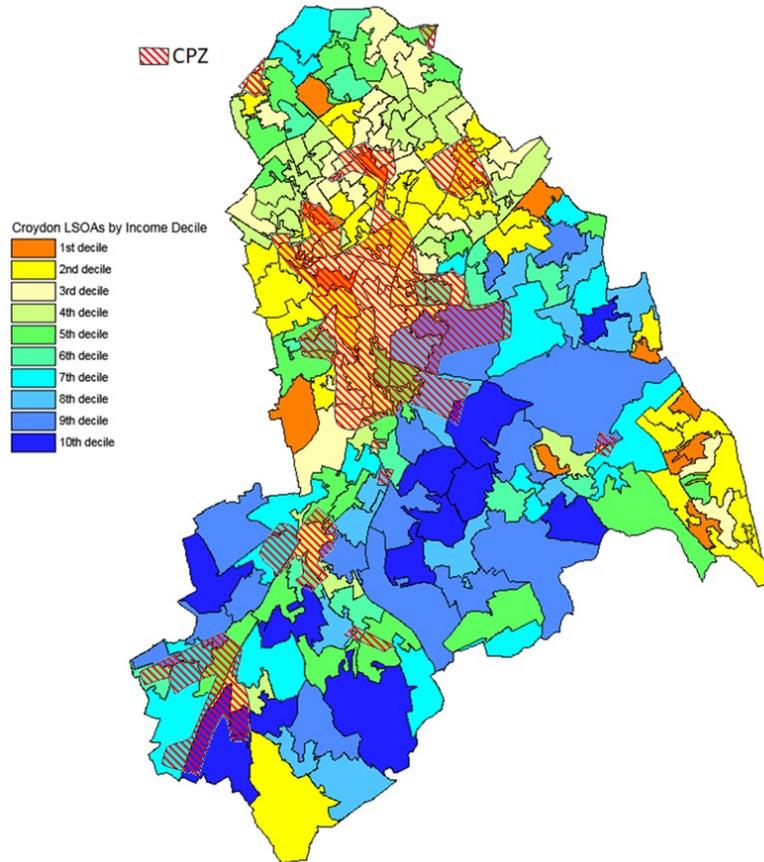


Figure 5 – CPZ P&D areas overlapped with income domain, looking at the proportion of the population who are either out of work or who have low earnings. The orange areas are in the top 10% most deprived areas in the country and together make up 5% of the total areas in the borough. Majority of orange areas are outside the CPZ, with the noticeable exceptions of the North Zone CPZ in Broad Green and Thornton Heath.

(source: [www.croydonobservatory.org](http://www.croydonobservatory.org))

Figure 5 shows that although some CPZ areas overlap with low income domains, this is not the case for all CPZ areas. An estimation based on Figure 5 is that about a third of low income domains are within CPZ P&D areas.

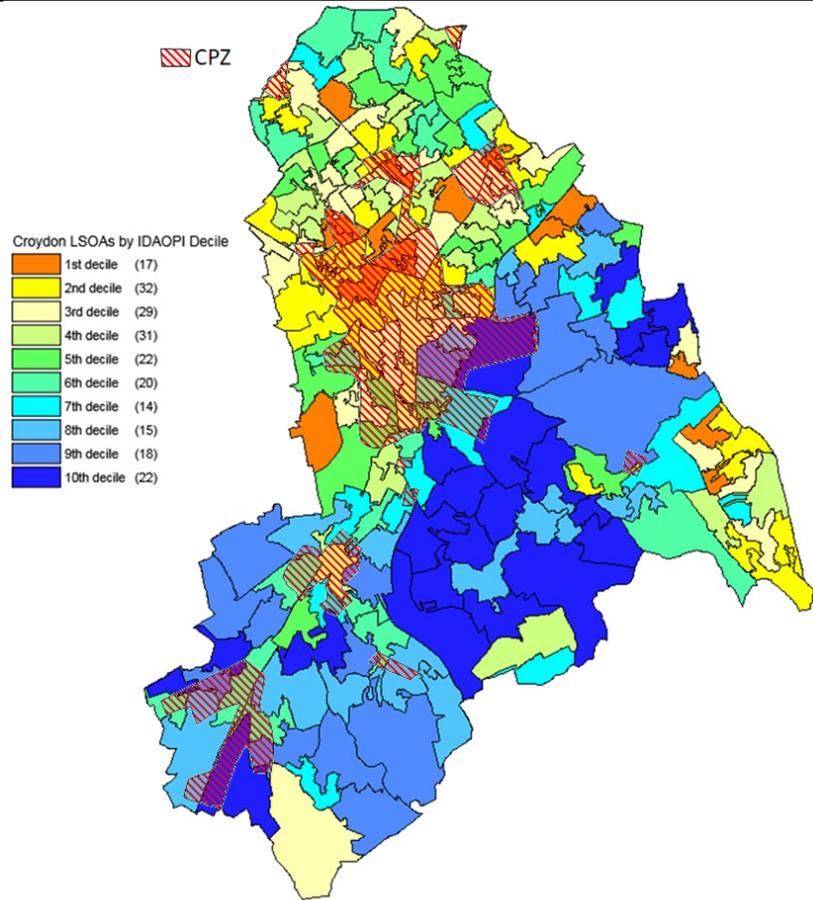
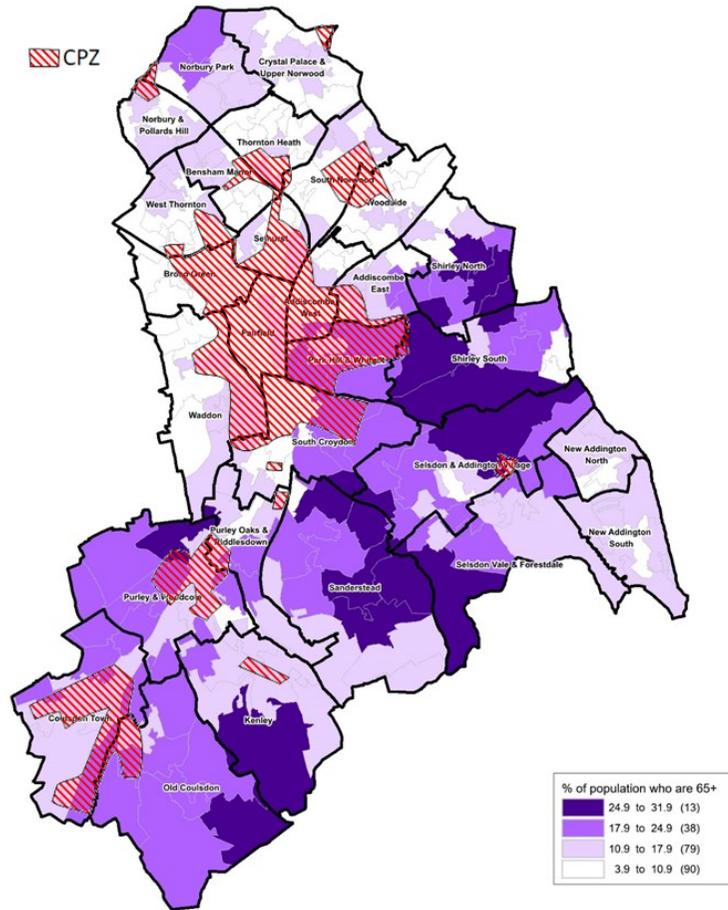


Figure 6 – CPZ P&D areas overlapped with income deprivation amongst the over 60-year olds.  
(source: [www.croydonobservatory.org](http://www.croydonobservatory.org))

**% of population who are 65+  
2016 Mid Year Estimates**



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Figure 7 – CPZ P&D areas overlapped with density of over 65-year olds.  
(source: [www.croydonobservatory.org](http://www.croydonobservatory.org))

In Croydon 17% of older people are considered to be income deprived (source: [www.croydonobservatory.org](http://www.croydonobservatory.org)). Figure 6 indicates that older people living in CPZ P&D areas are disproportionately deprived. Figure 7, however, indicates that the older population is significantly lower within the CPZ P&D areas.

In context of the 160,000 vehicles registered in Croydon, the higher parking charges band accounts for about 19,000 vehicles in the highest emission group (i.e. the 12% most polluting cars) and about 6,000 that predate Mar 2001 (i.e. c.3.7% designed prior to tighter emission standards being introduced). These vehicles are owned by residents across the whole income spectrum. Proportionally, the higher charge will apply to a very small number of residents on low income. Although low income may be the consequence of a protected characteristic, low income in itself is not a protected characteristics. A resident with a threshold mobility impairment, including if driving a high polluting or older car, will be eligible for a disabled Blue Badge and free parking.

### **Unavailability of space for parking a car in a CPZ**

- 3.11 Car ownership in Croydon has increased by 40% in the last 2 decades and is forecast to continually grow at 2% each year – when assuming no intervention. This has meant that there is an increasing pressure on over-subscribed parking spaces and vehicle drivers have become desensitised to the charges applied, hence reducing the effectiveness of charges to manage demand. The current charges are deemed too low for achieving the parking demand management objectives. This is evident from the Parking Policy engagement where many who declared a disability stated it is too difficult to find a parking space near to home. The recent Covid-19 lockdown situation, with more drivers staying at home, created an overwhelming access problem – where some residents had to park many roads away from their homes, in places where they inadvertently impeded residents in these other areas.

Influencing the overall number of non-essential cars parked on the roads in the borough, and in parking congested CPZ P&D in particular, can help improve access for all protected groups with essential car needs, hence improve their ability to travel and participate and thereby advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share such characteristics thus supporting the Council's public Sector equality duty.

## **4 Summary**

- 4.1 There is no evidenced information that the emissions-based and increased parking permit charges will have a disproportionate impact on people with protected characteristics (as covered by the Equality Act).
- 4.2 Whilst those on lower incomes will not be in a position to replace an older higher-polluting car with a new cleaner one, being on a low income is not alone a protected characteristic. Those with mobility relevant characteristics are generally exempt from parking charges.
- 4.3 In the context of car parking in P&D zones and the proposed emission-based parking permit charges, the Equalities Assessment concludes that there are no adverse PSED impacts as a result of this decision. One of the main purposes of the decision is to support the health and wellbeing of residents of the borough with a particular focus on those most susceptible to air pollution. The majority of P&D zones are located in areas more affected by pollution, as detailed below, and therefore impact on areas to which the proposed emission based charges will apply. As such, it is considered that the proposed decision has a positive impact on the duty to seek to

eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under the Equality Act. In addition, as many of the areas most affected by pollution are those which correspond with areas of deprivation in the borough and the majority of P&D zones are similarly located in those areas this decision will seek to advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it and afford a better air quality and level of health across more areas of the borough. The Equalities assessment also concludes that this decision will not have any adverse impact on the fostering of good relations between persons who share a relevant protected characteristic and persons who do not share it.

- 4.4 It is not considered that the proposed charges significantly reduce the opportunities for persons who share protected characteristics and who are not eligible for a disabled blue badge. The proposal on balance helps to reduce inequality for those persons who share protected characteristics, in particular for those who are vulnerable to air pollution and who have difficulties accessing their homes and travelling to other destinations, which disproportionately are the young, the elderly and those who live in some of the more deprived areas of the borough. The proposal in effect supports the Council in its duty under the Equality Act 2010.
- 4.5 The many respondents to the parking policy engagement (183) and the emission-based parking permit charges consultation (1,149) have not suggested any alternative solution, which could sufficiently address equality and air quality objectives, without the introduction of a parking charges differential.
- 4.6 Surplus from parking income is ring-fenced and, for example, contribute significantly to sustaining public transport fare concessions such as the Freedom Pass scheme for the elderly. The parking charges therefore indirectly, and incidentally, support the portion of the elder population that do not have a car or who choose to use public transport.
- 4.7 The emission-based parking charges will effectively address inequality issues, by helping to encourage a gradual switch to lesser polluting cars and also help influence the choices of those who are able to give up a non-essential car.

### 3. Impact of the proposed change

**Important Note:** It is necessary to determine how each of the protected groups could be impacted by the proposed change. If there is insufficient information or evidence to reach a decision you will need to gather appropriate quantitative and qualitative information from a range of sources e.g. Croydon Observatory a useful source of information such as Borough Strategies and Plans, Borough and Ward Profiles, Joint Strategic Health Needs Assessments <http://www.croydonobservatory.org/> Other sources include performance monitoring reports, complaints, survey data, audit reports, inspection reports, national research and feedback gained through engagement with service users, voluntary and community organisations and contractors.

### 3.1 Additional information needed to determine impact of proposed change

**Table 1 – Additional information needed to determine impact of proposed change**

If you need to undertake further research and data gathering to help determine the likely impact of the proposed change, outline the information needed in this table.		
Additional information needed	Information source	Date for completion

For guidance and support with consultation and engagement visit <https://intranet.croydon.gov.uk/working-croydon/communications/consultation-and-engagement/starting-engagement-or-consultation>

### 3.2 Deciding whether the potential impact is positive or negative

**Table 2 – Positive/Negative impact**

For each protected characteristic group show whether the impact of the proposed change on service users and/or staff is positive or negative by briefly outlining the nature of the impact in the appropriate column. . If it is decided that analysis is not relevant to some groups, this should be recorded and explained. In all circumstances you should list the source of the evidence used to make this judgement where possible.			
Protected characteristic group(s)	Positive impact	Negative impact	Source of evidence
Age	<p>Improvement in air quality and reduce exposure to air pollution and reduce the damaging impact that air pollution has on public health and public health challenges for all residents and visitors by implementing parking related measures.</p> <p>Surplus from parking charges are ring-fenced and, for example, contribute significantly to sustaining public transport fare concessions such as the Freedom Pass scheme for the elderly. The parking permit charges therefore indirectly supports the portion of the elder population that do not have a car or who choose to use public transport.</p>	<p>Impact for older age group due to frailty and reliance on car travel and parking. This risk is mitigated by implementing measures to exempt such people and this will be consulted upon before a final decision on the revised parking charges is reached.</p> <p>Overall we expect the positive impact of the policy to outweigh the negative impact due to a reduction in air pollution in a person's health.</p>	Air Quality Action Plan 2017-22

	<p>Air pollution contributes to illness and shortened life expectancy. It disproportionately impacts on the most vulnerable in the population, in particular the sick, young and elderly</p> <p>Public Health (NHS) data shows that Croydon currently have the highest rate of hospital admissions for childhood (0-9 years) asthma in London. 7.5% (205) of premature deaths in Croydon are linked to air pollution. Failing to address NOx and particulate matter emissions in Croydon would deprive many local people of their fundamental right to safe air.</p>		
Disability	<p>Improvement in air quality and reduced exposure to air pollution and reduce the damaging impact that air pollution has on public health and public health challenges for all residents and visitors by implementing parking related measures.</p> <p>All 11,459 individual and 71 organisational blue badges holders in Croydon are exempt from the proposed parking charges. Free-of-charge disabled Companion Badges, for those who support a person with a Blue Badge, are also exempt from parking charges.</p> <p>Reduction in non-essential car ownership and use (i.e. less driving to the shop) can potentially enhance accessibility for essential car users.</p>	<p>Potential negative impact on people with disabilities &amp;/or long term health conditions. This is mitigated by implementing measures to exempt such people and this will be consulted upon before a final decision on the revised parking charges is reached.</p> <p>Overall we expect the positive impact of the policy to outweigh the negative impact due to a reduction in air pollution in a person's health.</p>	<p>Air Quality Action Plan 2017-22</p> <p>Blue Badge Scheme</p> <p>Croydon Observatory</p> <p>Disabled Parking Accreditation scheme, in association with Disabled Motoring UK.</p>
Gender	<p>Improvement in air quality and reduced exposure to air pollution and reduce the damaging impact that air pollution has on public health and public health challenges for all residents and visitors by implementing parking related measures.</p>		<p>Air Quality Action Plan 2017-22</p>

Gender Reassignment	Improvement in air quality and reduced exposure to air pollution and reduce the damaging impact that air pollution has on public health and public health challenges for all residents and visitors by implementing parking related measures.		Air Quality Action Plan 2017-22
Marriage or Civil Partnership	Improvement in air quality and reduced exposure to air pollution and reduce the damaging impact that air pollution has on public health and public health challenges for all residents and visitors by implementing parking related measures.		Air Quality Action Plan 2017-22
Religion or belief	Improvement in air quality and reduced exposure to air pollution and reduce the damaging impact that air pollution has on public health and public health challenges for all residents and visitors by implementing parking related measures.		Air Quality Action Plan 2017-22
Race	Improvement in air quality and reduced exposure to air pollution and reduce the damaging impact that air pollution has on public health and public health challenges for all residents and visitors by implementing parking related measures.		Air Quality Action Plan 2017-22
Sexual Orientation	Improvement in air quality and reduced exposure to air pollution and reduce the damaging impact that air pollution has on public health and public health challenges for all residents and visitors by implementing parking related measures.		Air Quality Action Plan 2017-22
Pregnancy or Maternity	Improvement in air quality and reduced exposure to air pollution and reduce the damaging impact that air pollution has on public health and public health challenges for	Potential negative impact during latter stages of pregnancy, where for a period the car can become more essential for travel.	Air Quality Action Plan 2017-22

	<p>all residents and visitors by implementing parking related measures.</p> <p>Air pollution inside a car in congested traffic is higher than on the pavement. The impact of air pollution on the unborn child, during earlier stages of pregnancy, must also be considered. Reductions in car dependency and air pollution are positive contributions.</p>	<p>The temporary nature of the later stage of pregnancy makes it unlikely that increased parking charges, in context of overall car ownership costs, would result in financial hardship and substantially additional reduction in ability to participate in public life.</p> <p>With regards to maternity: Where a child has a special transport needs then they would typically be entitled to a blue badge, making the parent's car eligible for a companion badge, which exempts the parent's car from parking charges both at home and at destinations within Croydon.</p> <p>This will be consulted upon before a final decision on the revised parking charges is reached.</p> <p>Overall we expect the positive impact of the policy to outweigh the negative impact due to a reduction in air pollution in a person's health.</p>	
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**Important note:** You must act to eliminate any potential negative impact which, if it occurred would breach the Equality Act 2010. In some situations this could mean abandoning your proposed change as you may not be able to take action to mitigate all negative impacts.

When you act to reduce any negative impact or maximise any positive impact, you must ensure that this does not create a negative impact on service users and/or staff belonging to groups that share protected characteristics.

### 3.3 Impact scores

#### Example

If we are going to reduce parking provision in a particular location, officers will need to assess the equality impact as follows;

1. Determine the Likelihood of impact. You can do this by using the key in table 5 as a guide, for the purpose of this example, the likelihood of impact score is 2 (likely to impact)

2. Determine the Severity of impact. You can do this by using the key in table 5 as a guide, for the purpose of this example, the Severity of impact score is also 2 (likely to impact )
3. Calculate the equality impact score using table 4 below and the formula **Likelihood x Severity** and record it in table 5, for the purpose of this example - **Likelihood (2) x Severity (2) = 4**

**Table 4 – Equality Impact Score**

<b>Severity of Impact</b>	3	3	6	9
	2	2	4	6
	1	1	2	3
		1	2	3
	<b>Likelihood of Impact</b>			

**Key**

Risk Index	Risk Magnitude
6 – 9	High
3 – 5	Medium
1 – 3	Low

**Table 5 – Impact scores**

<b>Column 1</b>  <b>PROTECTED GROUP</b>	<b>Column 2</b>  <b>LIKELIHOOD OF IMPACT SCORE</b>  Use the key below to <b>score</b> the <b>likelihood</b> of the proposed change impacting each of the protected groups, by inserting either 1, 2, or 3 against each protected group.  <b>1 = Unlikely to impact</b> <b>2 = Likely to impact</b> <b>3 = Certain to impact</b>	<b>Column 3</b>  <b>SEVERITY OF IMPACT SCORE</b>  Use the key below to <b>score</b> the <b>severity</b> of impact of the proposed change on each of the protected groups, by inserting either 1, 2, or 3 against each protected group.  <b>1 = Unlikely to impact</b> <b>2 = Likely to impact</b> <b>3 = Certain to impact</b>	<b>Column 4</b>  <b>EQUALITY IMPACT SCORE</b>  Calculate the <b>equality impact score</b> for each protected group by multiplying scores in column 2 by scores in column 3. Enter the results below against each protected group.  <b>Equality impact score = likelihood of impact score x severity of impact score.</b>
Age	2	1	2
Disability	2	2	4
Gender	1	1	1
Gender reassignment	1	1	1
Marriage / Civil Partnership	1	1	1
Race	1	1	1
Religion or belief	1	1	1
Sexual Orientation	1	1	1
Pregnancy or Maternity	1	2	2

## 4. Statutory duties

### 4.1 Public Sector Duties

Tick the relevant box(es) to indicate whether the proposed change will adversely impact the Council's ability to meet any of the Public Sector Duties in the Equality Act 2010 set out below.

Advancing equality of opportunity between people who belong to protected groups

Eliminating unlawful discrimination, harassment and victimisation

Fostering good relations between people who belong to protected characteristic groups

**Important note:** If the proposed change adversely impacts the Council's ability to meet any of the Public Sector Duties set out above, mitigating actions must be outlined in the Action Plan in section 5 below.

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## 5. Action Plan to mitigate negative impacts of proposed change

**Table 5 – Action Plan to mitigate negative impacts**

Complete this table to show any negative impacts identified for service users and/or staff from protected groups, and planned actions mitigate them.				
Protected characteristic	Negative impact	Mitigating action(s)	Action owner	Date for completion
Age	Potential financial impact for older age group due to frailty, who relies on the car for travel and access.	Frailty is an eligibility criteria for a Blue Badge. This includes those without capacity to drive, for use by relatives and other in their support network carrying them as passengers.  Surplus from parking charges are ring-fenced and, for example, contribute significantly to sustaining public transport fare concessions such	Parking	Upon adoption of the proposed parking charges

		<p>as the Freedom Pass scheme for the elderly. The parking permit charges therefore indirectly supports the portion of the elder population that do not have a car or who choose to use public transport.</p> <p>Where a child has a special transport needs then they would typically be entitled to a Blue Badge, making the parent's car eligible for a companion badge, which exempts the parent's car from parking charges both at home and at destinations within Croydon.</p> <p>This will be consulted upon before a final decision on the revised parking charges is reached.</p>		
Disability	Potential financial impact on people with disabilities and/or long term health conditions, who relies on the car for travel and access.	<p>The holders of 11,459 individual and 71 organisational blue badges issued in Croydon are exempt from the parking charges. Eligibility is granted for both physical and mental (hidden) disabilities, which impairs mobility.</p> <p>The Blue Badge companion badge and certain non-vehicle specific charity badges for volunteers who visit and support vulnerable residents are exempt from parking charges.</p>	Parking	Upon adoption of the proposed parking charges

		<p>Additionally, some essential drivers with mobility impairment have access to Personal Independence Payment (PIP), which is a benefit that helps with the extra costs of a long-term health condition for people aged 16 to 64.</p> <p>This will be consulted upon before a final decision on the revised parking charges is reached.</p>		
Pregnancy or maternity	Potential financial negative impact during latter stages of pregnancy, where for a period the car can become more essential for travel.	<p>The temporary nature of the later stage of pregnancy makes it unlikely that increased parking charges, in context of overall car ownership costs, would result in financial hardship and substantially additional reduction in ability to participate in public life.</p> <p>Air pollution inside a car in congested traffic is higher than on the pavement. The impact of air pollution on the unborn child, during earlier stages of pregnancy, must also be considered. Reductions in car dependency and air pollution are positive contributions.</p> <p>Overall we expect the positive impact of the policy to outweigh the negative impact due to a reduction in air pollution in a person's health.</p>	Parking	Upon adoption of the proposed parking charges

## Equality Analysis

		This will be consulted upon before a final decision on the revised parking charges is reached.		
Race	None yet foreseen.	This will be consulted upon before a final decision on the revised parking charges is reached.		
Sex (gender)	None yet foreseen.	This will be consulted upon before a final decision on the revised parking charges is reached.		
Gender reassignment	None yet foreseen.	This will be consulted upon before a final decision on the revised parking charges is reached.		
Sexual orientation	None yet foreseen.	This will be consulted upon before a final decision on the revised parking charges is reached.		
Religion or belief	None yet foreseen.	This will be consulted upon before a final decision on the revised parking charges is reached.		
Marriage/civil partnership	None yet foreseen.	This will be consulted upon before a final decision on the revised parking charges is reached.		

## 6. Decision on the proposed change

Based on the information outlined in this Equality Analysis enter <b>X</b> in column 3 ( <b>Conclusion</b> ) alongside the relevant statement to show your conclusion.		
Decision	Definition	Conclusion - Mark 'X' below
No major change	<p>Our analysis demonstrates that the policy is robust. The evidence shows no potential for discrimination and we have taken all opportunities to advance equality and foster good relations, subject to continuing monitoring and review.</p> <p>The prior analysis of the engagement and consultation results has found that no individual protected sub-group stands out as having responded negatively to the principles behind emission-based and increased parking charges – in terms of impact on their protected characteristics. There has been some elevated concern about insufficiency in the parking bays accessible for the disabled and that disabled drivers, with an essential car use need, may have to start paying for parking. These concerns are recognised and mitigated in the policy actions plan.</p> <p>Residents and local businesses for whom parking and road congestion have adverse economic and quality of life implications include people with protected characteristics and some who cannot immediately afford to replace their older cars. We must however also consider fairness to residents who are vulnerable to air pollution, which disproportionately are the young, the elderly and those who live in some of the poorest areas of the borough. They represent groups that tend to have lower car ownership.</p> <p>In context of the 160,000 vehicles registered in Croydon, the higher parking charges band accounts for about 19,000 vehicles in the highest emission group (i.e. the 12% most polluting cars) and about 6,000 that predate Mar 2001 (i.e. c.3.7% designed prior to tighter emission standards being introduced). These vehicles are owned by residents across the whole income spectrum. Proportionally, the higher charge will apply to a very small number of residents on low income. Although low income may be the consequence of a protected characteristic, low income in itself is not a protected characteristics. A resident with a threshold mobility impairment, including if driving a high polluting or older car, will be eligible for a disabled Blue Badge and free parking. The proposed charges can therefore not be generalised as having a disproportionate effect on residents with protected characteristics.</p>	X

	<p>Influencing the overall number of cars parked on the roads in the borough, and in parking congested P&amp;D zones in particular, can help improve access for all protected groups with essential car needs, hence improve their ability to travel and participate where participation is currently disproportionately low.</p> <p>Active encouragement of lower emission vehicles and the underlying reduction in car use, benefits all individuals, families and neighbourhoods. Air pollution disproportionately impacts on the most vulnerable in the population, in particular the sick, young and elderly. Those at higher risk include those with existing respiratory problems and chronic illnesses such as asthma and chronic obstructive pulmonary disease.</p> <p>There is no evident information to suggest that the emissions based parking permit charges will have a disproportionate impact on people with protected characteristics (as covered by the Equality Act). Whilst those on lower incomes will not be in a position to replace their vehicles with new ones, being on a low income is not alone a protected characteristic.</p> <p>It is considered that the reasons for introducing emissions-based parking charges and a 20p/30min increase outweighs the reasons for not implementing them.</p> <p>This is an initial conclusion, which will be reviewed subject to a pending consultation inviting objections to the proposal and which will be re-considered before a final decision on the revised parking charges is reached.</p> <p><b>If you reach this conclusion, state your reasons and briefly outline the evidence used to support your decision.</b></p>	
Adjust the proposed change	<p>The initial conclusion will be reviewed subject to a pending consultation inviting objections to the proposal and which will be re-considered before a final decision on the revised parking charges is reached. Our proposed change must be adjusted if the consultation identifies unacceptable adverse effects on one or more protected groups that are not justified and can be mitigated.</p> <p><b>If you reach this conclusion, you must outline the actions you will take in Action Plan in section 5 of the Equality Analysis form</b></p>	
Continue the proposed change	<p>The initial conclusion will be reviewed subject to a pending consultation inviting objections to the proposal and which will be re-considered before a final decision on the revised parking charges is reached. Our proposed change must be continued if the advantages outweigh the disadvantages and do not lead to unlawful discrimination. In such case we will adopt or continue with the change, despite potential for adverse impact or opportunities to lessen the impact of discrimination, harassment or victimisation and better advance equality and foster good relations between groups through the change.</p>	

	<p>However, we are not planning to implement them as we are satisfied that our project will not lead to unlawful discrimination and there are justifiable reasons to continue as planned.</p> <p><b>If you reach this conclusion, you should clearly set out the justifications for doing this and it must be in line with the duty to have due regard and how you reached this decision.</b></p>	
Stop or amend the proposed change	The initial conclusion will be reviewed subject to a pending consultation inviting objections to the proposal and which will be re-considered before a final decision on the revised parking charges is reached. Our proposed change must be stopped if the consultation identifies unlawful discrimination or otherwise unacceptable adverse effects on one or more protected groups that are not justified and cannot be mitigated.	
Will this decision be considered at a scheduled meeting? Traffic Management Advisory Committee	<p>Meeting title: Parking charges review January 2021</p> <p>Date: 14 October 2020</p>	

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## Supporting Documents:

1. Cabinet report on parking policy and emission-base parking charges, 25 March 2019:  
<https://democracy.croydon.gov.uk/ieListDocuments.aspx?CId=183&MId=1553&Ver=4> (item 28/19)
2. TMAC report on the outcome of consultation on emission-based parking permit charges, 24 July 2020:  
<https://democracy.croydon.gov.uk/ieListDocuments.aspx?CId=173&MId=2065&Ver=4> (item 4/19)
3. Scrutiny call-in report on the decision to implement emission-based parking permit charges, 2 September 2019:  
<https://democracy.croydon.gov.uk/ieListDocuments.aspx?CId=166&MId=2086&Ver=4>

## 7. Sign-Off

# Equality Analysis

<b>Officers that must approve this decision</b>			
<b>Equality lead</b>	<b>Name:</b> Yvonne Okiyo	<b>Date:</b> 09.09.2020	
	<b>Position:</b> Equalities Manager		
<b>Director</b>	<b>Name:</b> Steve Iles	<b>Date:</b> 09.09.2020	
	<b>Position:</b> Director of Public Realm, Place		

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