

# Scrutiny & Overview Committee Agenda



To: Councillors Sean Fitzsimons (Chair), Robert Ward (Vice-Chair), Leila Ben-Hassel (Deputy-Chair), Jerry Fitzpatrick, Oni Oviri and Joy Prince

Reserve Members: Jeet Bains, Robert Canning, Richard Chatterjee, Pat Clouder, Mary Croos and Andrew Pelling

A meeting of the **Scrutiny & Overview Committee** which you are hereby summoned to attend, will be held on **Thursday, 7 January 2021** at **5.00 pm**. **This meeting will be held remotely.**

Jacqueline Harris Baker  
Council Solicitor & Monitoring Officer  
London Borough of Croydon  
Bernard Weatherill House  
8 Mint Walk, Croydon CR0 1EA

Simon Trevaskis  
0208 7266000  
simon.trevaskis@croydon.gov.uk  
www.croydon.gov.uk/meetings  
Tuesday, 29 December 2020

Members of the public are welcome to view the webcast both live and after the meeting has completed at <http://webcasting.croydon.gov.uk>

The agenda papers for all Council meetings are available on the Council website [www.croydon.gov.uk/meetings](http://www.croydon.gov.uk/meetings)

If you require any assistance, please contact Simon Trevaskis 0208 7266000 as detailed above.

## **AGENDA – PART A**

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

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

### **2. 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.

### **3. 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.

### **4. CALL-IN: Emission-Based Parking Charges (Pages 5 - 180)**

To consider and respond to the Call-In in accordance with the procedure set out in the Council's Constitution.

### **5. 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.”



This page is intentionally left blank

<b>REPORT TO:</b>	<b>SCRUTINY AND OVERVIEW COMMITTEE</b> 7 January 2021
<b>SUBJECT:</b>	<b>CALL IN: Emission-based Parking Charges</b>
<b>LEAD OFFICER:</b>	<b>Stephen Rowan, Head of Democratic Services and Scrutiny</b>
<b>CABINET MEMBERS:</b>	<b>Councillor Muhammad Ali, Cabinet Member for Sustainable Croydon</b>

<b>ORIGIN OF ITEM:</b>	This item has been triggered by the call-in of the decision (0220PL) by the Executive Director for Place in consultation with the Cabinet Member for Sustainable Croydon on 18 December 2020 on the Emission-based Parking Charges.
<b>BRIEF FOR THE COMMITTEE:</b>	To consider and respond to the Call-In in accordance with the procedure set out in the Council's constitution (set out in paragraph 2.3 below).

## 1. EXECUTIVE SUMMARY

- 1.1 The decision taken on the Emission-based Parking Charges by the Cabinet Member for Sustainable Croydon on 18 December 2020 has been called-in by the Chair, Vice-Chair and two other members of the Scrutiny & Overview Committee. The decision was made by the Leader to delegate this decision to the Executive Director for Place.
- 1.2 Attached to this report are:
- **Appendix A** is the Emission-based Parking Charges Decision Report
  - **Appendix B** is the Key Decision Notice
  - **Appendix C** is the completed call in form that was received by the Monitoring Officer

## 2. CALL-IN – PARKING CHARGES REVIEW JANUARY 2021

- 2.1 The decision taken by the Executive Director for Place in consultation with the Cabinet Member for Sustainable Croydon, that is the subject of this call-in, was as follows:

*The Executive Director for Place having consulted the Cabinet Member **RESOLVED** :*

1. *Considered the responses received (Appendix 4) to the consultation on the proposed Traffic Management Order that would introduce emission-based P&D parking charges, which includes the introduction of maximum 2-hour emission-based P&D parking charges in the places where 1-hour free P&D parking currently exists.*
2. *Agreed that there are no significant changes as a result of the consultation which would necessitate further consultation.*
3. *Agreed to introduce the emission-based P&D parking charges detailed in the Public Notices that was consulted on and are shown in Appendix 1 and 2.*
4. *Agreed for officers to inform the objectors of the above decision and reasons.*

2.2 The call-in pro-forma is attached at Appendix C. The decision form was received on 23 December 2020 from the Chair of the Committee, Councillor Sean Fitzsimons and was signed via email by the following Councillors: Robert Ward (Vice-Chair), Jerry Fitzpatrick and Joy Prince.

2.3 The reasons stated for the Call-In are that:

**The decision is outside the policy framework**

“Croydon Council is not allowed to use car parking charges as a fiscal measure. This is widely acknowledged in the paperwork. The timing of this increase argues that this is exactly how the measure is being used:

- It has appeared in two documents about managing emergency funds for the council
- Evidence suggests that car usage is falling in Croydon. So that can't be a justification for introducing the policy now
- While the money will be ringfenced, it seems as if Croydon is now trying to fund a higher proportion of the road maintenance budget from parking charges. This effectively frees up money from elsewhere, or prevents cuts elsewhere. Either way it is using car parking charges as a fiscal measure.

If the council is anticipating additional funds as a result of these measures (and it is), please can it provide evidence as to how it will use these funds to better maintain Croydon's roads. Especially as it is now planning to only maintain roads to “safest minimum levels.”

**The decision is inconsistent with another council policy**

“The council has stated that one of its corporate priorities is to support and encourage local businesses.

These charges will be bad for local businesses, especially when combined with the corresponding decision to remove free parking bays.

This will especially hit areas that border Bromley (Shirley / Addiscombe / Selsdon / Crystal Palace). Charges are cheaper there. And businesses that are near Caterham (Coulsdon), where parking is generally free.

In recent years, the council has made parking cheaper on the basis that this is what local businesses need to thrive. What evidence is there that this situation has changed?”

2.4 The outcomes desired from the Call-In are stated as:

1. To gain reassurance that charges are not being used as a fiscal measure
2. To gain reassurance that this policy does not compromise the council's commitment to local businesses
3. To secure reassurance that this policy has been considered in context with wider changes to parking policy and that the collective impact of all these has been considered by members as a whole

2.5 The Call-In request has also set out the information it requires to assist the consideration of the referral. The information requested is stated as:-

- i. Croydon's analysis of car ownership across the borough.
- ii. Details of Croydon's plans to only maintain roads to the “safest minimum levels”

iii. Details of any assessments Croydon has made about the impact on business

### **3. CALL-IN PROCEDURE**

3.1 The Council's Constitution, Part 4E Scrutiny & Overview Procedure Rule, states:

*“11.08 The referral shall be considered at the next scheduled meeting of the Scrutiny and Overview Committee unless, in the view of the Borough Solicitor, this would cause undue delay. In such cases the Borough Solicitor, will consult with the decision-taker and the Chair of Scrutiny and Overview to agree a date for an additional meeting. The Scrutiny and Overview Committee may only consider a maximum of three referrals at any one meeting.*

*11.09 At the meeting, the referral will be considered by the Committee which shall determine how much time it will give to the call-in and how the item will be dealt with including whether or not it wishes to review the decision. If having considered the decision there are still concerns about the decision then the Committee may refer it back to the Cabinet for reconsideration, setting out in writing the nature of the concerns. The Cabinet shall then reconsider the decision, amending the decision or not, before making a final decision.*

*11.10 The Scrutiny and Overview Committee may refer the decision to the Council if it considers that the decision taken by the Leader or Cabinet is outside the Budget and Policy Framework of the Council. The Council may decide to take no further action in which case the decision may be implemented. If the Council objects to Cabinet's decision it can nullify the decision if it is outside the Policy Framework and/or inconsistent with the Budget.*

*11.11 If the Scrutiny and Overview Committee decides that no further action is necessary then the decision may be implemented.*

*11.12 If the Council determines that the decision was within the Policy Framework and consistent with the Budget, it will refer any decision to which it objects, together with its views on the decision, to the Cabinet. The Cabinet shall choose whether to either, amend, withdraw or implement the original decision within 10 working days or at the next meeting of the Cabinet after the referral from the Council.*

*11.13 The responses of the decision-taker and the Council shall be notified to all Members of the Scrutiny and Overview Committee once the Cabinet or Council has considered the matter and made a determination.*

*11.14 If either the Council or the Scrutiny and Overview Committee fails to meet in accordance with the Council calendar or in accordance with paragraph 11.08 above, then the decision may be implemented on the next working day after the meeting was scheduled or arranged to take place.”*

---

**CONTACT OFFICER:**

Simon Trevaskis

(Senior Democratic Services and Governance  
Officer)

020 8726 6000 x 84384

Simon.Trevaskis@croydon.gov.uk

**APPENDIX A:** Emission-based Parking Charges report

**APPENDIX B:** The Key Decision notice

**APPENDIX C:** Call-In Proforma



<b>REPORT TO:</b>	<b>EXECUTIVE DIRECTOR OF PLACE</b> 12 November 2020
<b>SUBJECT:</b>	<b>OUTCOME OF CONSULTATION ON EMISSIONS-BASED DESTINATION PARKING CHARGES FROM 1 JANUARY 2021</b>
<b>LEAD OFFICER:</b>	<b>Shifa Mustafa, Executive Director, Place</b>
<b>CABINET MEMBER:</b>	<b>Councillor Muhammad Ali, Cabinet Member for Sustainable Croydon</b>
<b>WARDS:</b>	<b>All</b>
<b>CORPORATE PRIORITY/POLICY CONTEXT/AMBITIOUS FOR CROYDON:</b>	
<p>Croydon's Parking Policy 2019-2022, including its objective for introducing emission-based parking charges, 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>	
<b>FINANCIAL IMPACT:</b>	
The recommendation has (£200k) income and £75k capital expenditure effect in the current year 2020/21.	
<b>KEY DECISION REFERENCE NO.: 0220PL</b>	
<b>RECOMMENDATIONS:</b>	
<p><b>That in accordance with the delegation from Cabinet on 25 March 2019, that the Executive Director Place, having consulted with the Cabinet Member for Sustainable Croydon:</b></p>	
1.1	<b>Consider the responses received (Appendix 4) to the consultation on the proposed Traffic Management Order that would introduce emission-based P&amp;D parking charges, which includes the introduction of maximum 2-hour emission-based P&amp;D parking charges in the places where 1-hour free P&amp;D parking currently exists.</b>
1.2	<b>Agree that there are no significant changes as a result of the consultation which would necessitate further consultation.</b>
1.3	<b>Agree to introduce the emission-based P&amp;D parking charges detailed in the Public Notices that was consulted on and are shown in Appendix 1 and 2.</b>
1.4	<b>Agree for officers to inform the objectors of the above decision and reasons.</b>

## 2 EXECUTIVE SUMMARY

- 2.1 National and regional drivers for the introduction of emission-based parking charges are the national Clean Air Strategy 2019, the national Road to Zero Strategy and the London Mayor's Transport Strategy 2018. The 'statutory guidance on Traffic Management Act 2004: network management in response to Covid-19 is also relevant at present.
- 2.2 The Parking Policy 2019-2022<sup>1</sup> sets an objective to introduce parking charges that will encourage the ownership, take-up and use of zero and low emission vehicles, while discouraging the ownership and use of high emission vehicles. This policy was developed in response to the national and regional drivers described in 2.1 above, and to further to support or complement the following local plans:
- Our Corporate Plan for Croydon 2018-2022
  - Croydon Air Quality Action Plan 2017-2022
  - Croydon Local Plan
  - Health and Wellbeing Strategy
  - Local Implementation Plan (LIP3)
  - Croydon Cycling Strategy 2018-23
- 2.3 Prior engagements on the Air Quality Action Plan in 2017; the Third Local Implementation Plan in 2018; and the Parking Policy in May 2019 have provided input into the development of the emissions-based parking charges proposal.
- 2.4 The Cabinet on 25 March 2019 delegated the Executive Director of Place the authority to consult, consider and implement emission-based parking charges, in consultation with the relevant Cabinet Member.
- 2.5 The present consultation is on the proposed Traffic Management Order that would implement the outcome from the prior engagements. The statutory procedure is to invite representations that would help identify the proposed Traffic Management Order to be invalid, inadequate or disproportionate to a statutory purpose, duty or relevant powers, including any procedural fault.
- 2.6 Officers have reviewed and commented on the representations made in the 626 responses, as detailed in Table 1 within this report. The representations are considered to have exhaustively identified all potential issues in the proposal. The representations have not identified any material reasons for not introducing the emission-based parking charges as proposed. Chiefly, the duties to the National Air Quality Strategy and the Mayor's Transport Strategy are considered to outweigh the concerns associated with encouraging a switch to lower emission vehicles and reduced car use.
- 2.7 In conclusion, it is recommended to agree the proposed Traffic Management Order and to introduce emission-based parking charges on 1 January 2021.
- 2.8 For clarity, the recommendation in 2.7 extends to the introduction of emission-based parking charges in 90 parking bays in Croydon and 460 parking bays in the district centres, where 30-min and 1-hour free bays currently operate by P&D machines.
- 2.9 For further clarity, the recommendation in 2.7 does not extend to or affect the following parking and permit related arrangements:
- Residential, business and other parking permits.

- Disabled Blue Badge parking concessions.
- Free parking places that are currently not restricted to 1-hour parking and do not operate P&D machines.
- Charges associated with parking bay suspensions and dispensations.
- School Street access and other driving restrictions permits.

### **3 DETAIL**

#### **3.1 TRAFFIC MANAGEMENT PURPOSE**

3.1.1 Local authorities have a duty to exercise the functions conferred on them by the Traffic Management Act 2004 and the Road Traffic Regulations Act 1984. Parking charges are a traffic management device that contributes to this. The RTRA1984 makes provision for the Council managing parking facilities on and off the highway, including through parking charges, having regards to the desirability of securing and maintaining reasonable access to amenities, the National Air Quality Strategy and other relevant traffic management objectives.

3.1.2 The duty to reduce the causes of congestion and air pollution from 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. 'Home parking' and 'destination parking' should be considered separately in this respect. Resident permits are generally associated with car ownership and home parking. P&D charges and season ticket permits are generally associated with car use and destination parking. Destination parking impacts most on congestion, air pollution, public realm, health and safety. Destination parking terms and conditions are influencers on travel mode decisions.

3.1.3 National and regional drivers for the introduction of emission-based parking charges are:

- The national Clean Air Strategy 2019, with aims to clean up the UK's air and reduce the damaging impact air pollution has on public health, including the harmful emissions from vehicles amongst other sources. The strategy devolves actions to local levels.
- The national Road to Zero Strategy aims for 50-70% new car sales to be Ultra Low Emission Vehicles (ULEVs) by 2030.
- The London Mayor's Transport Strategy 2018, which prioritises public health and aims to reduce car use throughout London.

3.1.4 Local plans reflected in the policy on emission-based parking charges are:

- Our Corporate Plan for Croydon 2018-2022
- Croydon Air Quality Action Plan 2017-2022
- Croydon Local Plan
- Health and Wellbeing Strategy
- Local Implementation Plan (LIP3)
- Croydon Cycling Strategy 2018-23

3.1.5 Croydon's Parking Policy 2019-2022<sup>1</sup> was developed and engaged on in 2019, to support the above requirements. The policy sets out that parking charges are operated in accordance with the RTRA1984 and it has an objective "to develop, implement and operate a differential parking and permit administration charges mechanism that will encourage the ownership, take-up and use of zero and low

emission vehicles, while discouraging the ownership and use of noxious and high emission vehicles”.

- 3.1.6 The Cabinet on 25 March 2019<sup>2</sup> agreed a phased approach to introducing emission-based parking charges, where a restructuring of parking permit charges was to be introduced in October 2019 and April 2020, and where the destination P&D bay charges would be restructured in 2021. The emission-based charges address corporate objectives, by helping to encourage a switch to lesser polluting cars and also help influence the choices of those who are able to give up a non-essential car.
- 3.1.7 In terms of process, the Cabinet on 25 March 2019<sup>2</sup> agreed for the Executive Director Place, in consultation with the relevant Cabinet Member, to:
- a) To undertake appropriate consultation on the proposals in relation to Emission-Based Parking Charges as detailed;
  - b) Consider the outcome of the consultation regarding Emission-Based Parking Charges; and
  - c) Subject to there being no significant changes which would necessitate further consultation, finalise, agree and implement the Emission-Based Parking Charges proposals. Note that any proposals requiring significant changes or further consultation will be brought back to Cabinet for consideration.
- 3.1.8 The ‘statutory guidance on Traffic Management Act 2004: network management in response to Covid-19<sup>3</sup>’ sets out principles to help local authorities to manage their roads and what actions they should take during the abnormal times. The guidance promotes an “urgent need to change travel habits” before the post-Covid restart takes full effect, including the introduction of measures to encourage active travel and reduce motorised traffic levels. The guidance directs local authorities to “as swiftly as possible” bring forward permanent schemes that are already planned and could support these objectives. The proposal for emission-based parking charges is supported by this current guidance.
- 3.1.9 Across the district centre high streets there are currently 460 time limited 1-hr free parking bays, controlled with a free-issued 1-hour ticket from P&D machines. A further 90 on-street bays in West and South Croydon have an initial 30-min free period. The nature of the free parking schemes does not facilitate the agreed emissions-based measure. Introducing a level of parking charges is necessary to enable the emissions scheme. As described in the first item in Table 1 below and detailed further in background document 4, the introduction of a level of parking charges and simultaneously extending the time restrictions in the currently 1-hour free places would also help improve customer access/footfall and the attractiveness of public realm near shops and other business outlets in the district centres.

## 3.2 PRIOR ENGAGEMENTS

- 3.2.1 A survey for the Air Quality Action Plan (AQAP) in July 2017 found 76% of 356 respondents rating their views on air pollution as ‘very important’ and a further 14% rating their views as ‘important’. 88% agreed that the AQAP healthy streets initiatives are important.

- 3.2.2 A survey on the future of transport for the then draft Third Local Implementation Plan (LIP3)<sup>5</sup> 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.
- 3.2.3 The draft Parking Policy 2019-2022 was engaged on in May 2019, prior to the Policy's final approval in July 2019. This engagement survey described the objectives and timeline for introducing emission-based parking charges. The survey attracted 183 responses:
- When residents were asked open ended questions on the views and impacts from parking charges, and specifically highlighting emission-based charges:
    - 25% expressed concerns.
    - 16% expressed support.
    - 60% were neutral, neither concerned nor supporting.
  - 11% of respondents expressed a concern that the policy on emission-based charges would impact disproportionately on low income residents, who cannot afford to replace their car with a lower emission model.
  - 10% of respondents said they represented a business. Of these:
    - 30% expressed concerns.
    - 30% expressed support.
    - 40% were neutral, neither concerned nor supporting.
  - 3% were concerned about the diesel surcharge being unfair to owners, who in the past were encouraged to buy diesel.
  - 3% were concerned that emission-based charges would have a negative impact on Croydon and the High Street economy, including pushing affluent shoppers in big cars out of town.
  - There was some elevated level of concern from the protected groups of Disability that parking charges would be introduced for Blue Badge holders. There were also some concerns from Disability and Age groups over pre-existing insufficiency in access to the over-subscribed parking bays across the borough.

### 3.3 STATUTORY CONSULTATION

- 3.3.1 Whereas the prior engagements referred to in section 3.2 above were concerned with gathering qualitative and quantitative views, to aid the development of a proposal accordingly, the present consultation is on the proposed Traffic Management Order that would implement the outcome from these prior engagements. The statutory procedure is to invite representations that would help identify the proposed Traffic Management Order to be invalid, inadequate or disproportionate to a statutory purpose, duty or relevant powers, including any procedural fault.
- 3.3.2 A Public Notice was given on 1 October 2020, as per Appendix 1 and 2. The Notice describes the proposed emission-based parking charges and invites objections for a prescribed 21-day period. The notice was published in the local press and announced in press and social media releases. The consultation was also published online, on the 'Get involved – Have your say' webpage. The emergency services and certain other bodies were notified directly, in conformance to the statutory procedure.
- 3.3.3 The emergency services or other bodies consulted did not make any representations with regards to the proposal.
- 3.3.4 Total 626 respondents have replied by end of 22 October 2020:

- 553 respondents object or express concern.
- 30 respondents support emission-charges, but object or express concern over a cessation of 30-min and 1-hour free parking arrangements.
- 29 respondents support the proposal in full.
- 14 respondents make comments that are neither an objection nor support.

All 626 responses are provided in Appendix 4 to this report, in an anonymised format.

17 (3%) respondents share postal addresses with one or more other respondents. All of these responses are accepted and considered as individual responses.

15 (2%) respondents have submitted more than one response. The multiple responses from each these 15 individuals are merged into a single response, for each individual, encompassing all of the points they have made. No comments have been omitted, but repeated identical comments from a single individual are recorded as one comment from one respondent.

48 (8%) respondents have provided insufficient name and address information to enable the Council replying to the individuals, as is required under the statutory procedure for inviting representations to traffic orders. The respondents concerned will instead have the opportunity to read the general responses made in this report, which addresses their comments and are placed in the public domain. All the 48 anonymous respondents either objected or expressed concern and their comments have been included in Table 1 and Appendix 4 for completeness. With regards to transparency and enabling a verification of the consultation outcome, the acceptance of anonymous responses is in this instance not considered to materially influence the consultation outcome.

3.3.5 The statutory procedure is to invite and respond to objections. The 29 (5%) responses in complete support of the proposal are noted, but do not require consideration under the statutory procedure. The respondents will nonetheless receive a reply acknowledging their comments. Example responses in support of the proposals include:

- *“I am pleased at the charges to deter car use. Although I have a car I don’t use unless there’s no alternative, e.g. for collecting building supplies or taking bulky waste to RC. Occasionally I use it for shopping and use the store’s own free parking, when I have injuries that prevent walk, bike or bus. I welcome any reduction of cars on the roads, want cleaner air, quiet, more safety for walking and cycling”.* [ID 423]
- *“I think it is an excellent idea. Hopefully it will cut traffic especially for short trips and encourage people to use public transport for longer ones”.* [ID 432]
- *“I am in full support of the scheme. I have noticed my lungs getting worse as I get older. I drive for work and cycle for pleasure, but the pollution is tangible. You can see it and taste it. If I want to park in Croydon, I will upgrade my vehicle”.* [ID438]

The 14 (2%) of responses that cannot be reliably interpreted as either for or against emission-based parking charges will receive a reply stating that there was no point to consider. Examples of such other responses include:

- *“It could encourage me to do more local shopping and leisure activities that I can walk to. It could encourage greater use of public transport by me”.* [ID 31]
- *“As Croydon does not take any notice of resident feedback (i.e. planters in Crystal Palace / South Norwood) is there any point in filling in this because it’s a tick box exercise no democracy.”* [ID 284]

- “I don’t really have any comments, I clicked the link to get more information on the scheme, to find out what you were proposing and it brought me here. If I can’t get the information how am I meant to say if I’m for or against it?” [ID 425]

3.3.6 Multiple comments made by the same single respondent are separated and recorded as unique comments, including when the respondent made multiple submissions to the consultation. Multiple identical, repeat comments made by the same single respondent are recorded as 1 comment. In total, the 583 (553 + 30) objectors made 974 unique comments. For purpose of giving meaningful consideration to the many comments, those statements that are highly similar are grouped into generic summary statements. Tables 1 lists 132 similar and unique comments and the project officers’ responses.

**Table 1** – The 132 similar and unique comments ranked in order of the number of respondents making the comment. Related comments are further grouped.

Objections and officers’ comments
<p><b>197 respondents (31%) commented:</b></p> <p><b><i>Ceasing the 30min and 1-hour free is detrimental to local businesses and communities. In difficult times.</i></b></p> <p>Note: The most referenced 1-hour free bays are those in Coulsdon, New Addington and Lower Addiscombe Road – in that order of response numbers.</p>
<p><b>9 respondents (1%) commented:</b></p> <p><b><i>It is already difficult to find a parking space in the 1-hour free bays, so why should it now be charged for?</i></b></p>
<p><b>5 respondents (&lt;1%) commented:</b></p> <p><b><i>Free parking is important for charity shops. Drivers need to drop off large bags.</i></b></p>
<p><b>4 respondents (&lt;1%) commented:</b></p> <p><b><i>Increasing maximum 1 hour to 2 hours will decrease access.</i></b></p>
<p><b>3 respondents (&lt;1%) commented:</b></p> <p><b><i>Where Lower Addiscombe Road is concerned, we do not agree [1-hour free bays are poor at maximising shopper convenience and access]. Turnover is good and 1 hour parking is enough.</i></b></p>
<p><b>2 respondents (&lt;1%) commented:</b></p> <p><b><i>What has changed since the Council supported 1-hour free parking in Coulsdon?</i></b></p>
<p><b>2 respondents (&lt;1%) commented:</b></p> <p><b><i>It is wrong to say that most local shopping is done by people going on foot.</i></b></p>

**1 respondent (<1%) commented:**

***What is the evidence for most local shopping being done on foot? Certainly, the catchment for our local shopping area in Lower Addiscombe Road is much wider than can be reached on foot.***

**1 respondent (<1%) commented:**

***Free parking generates a quick turnover of spaces.***

Officer comment:

The 30-min and 1-hour free arrangements were introduced as a promotional device aimed at supporting local businesses, by helping to attract car-borne shoppers and encouraging short term parking. The drawbacks of the free parking scheme are now four-fold:

1. The free bays are by definition not emission-based and do not support the present-day objective on encouraging lower emission vehicles, while discouraging higher emission vehicles.
2. There has been a continual growth in the number of cars on the road and in the habit of using the car for distances that in the past would have been considered easy walkable. The free arrangements now attract drivers to over-subscribed parking bays that are frequently inaccessible. Drivers end-up circulating for space, adding further to congestion and air pollution, or drivers end up in spaces that are further away from their intended destination.
3. The free parking encourages bad parking practices, which detracts from access and safety (as described in background document 4). Car-borne access level to the district centre shops and businesses depends on the turnover in the parking events. Footfall further depends on an attractive and safe public realm.
4. The 1-hour maximum stay does not support customers and businesses that depend on longer stays, such as hairdressers, lunchtime restaurants, physiotherapist, dentist and others that often require more than 1-hour appointments. Introducing a charge for the first 1 hour would create a higher turnover in events, to allow for the maximum stay be increased to 2 hours and better support these currently under-served customers and businesses.

Regarding the 3 respondents that have stated they do not recognise the above points 2 and 4 in respect of Lower Addiscombe Road, it is true that the 1-hour parking bays in Lower Addiscombe Road do not have the poorest access level across the borough. Drivers are nonetheless regularly unable to find a convenient vacant parking space. Importantly, the comment does not address the point 1 above.

Other non-central shopping/business centres, such as the section of High Street that is immediately south of the Croydon Flyover and a section of London Road, demonstrate how time limited 2-hour chargeable parking can provide a higher access level than any of the 1-hour free bays currently do.



Transport for London (TfL) have identified that 40% of car journeys across London could be easily walked. TfL's London Travel Demand Survey (LTDS) finds the London-wide mode share of shopping trips to inner/outer London destinations are:

- Walking 65% / 43%
- Car 15% / 43%
- Bus/tram 13% / 11%
- Other 7% / 4%

The pre-Covid LTDS identifies that compared to the rest of London, Croydon residents:

- Use the car 36% more than the average
- Use public transport 10% less than the average
- Use active travel 30% less than the average

TfL data further suggest that residents:

- in Bromley cycle 3 times more than residents in Croydon
- In Sutton they cycle 4 times more
- In Merton they cycle 11 times more
- In Lambeth they cycle 17 more

Lambeth and Merton currently have more developed strategic cycling networks, but this is not the case for Bromley and Sutton. Croydon is not actually behind in bicycle ownership, with 33% of its residents having access to at least 1 bicycle. Croydon residents are just less likely to use their bicycles. The cycling mode share of shopping trips in Croydon is 0.2%, the joint lowest in London. TfL's assessment of the borough's topology and Cycle Transport Access Level (CTAL) – the cycling equivalent to PTAL – suggests that Croydon has the highest potential for uptake in cycling within London.

Shoppers who could easily walk or cycle to the local shops, are attracted by 1-hour free parking to use the car and thereby unnecessarily impede access for car-borne shoppers who cannot easily walk. Difficulties in finding vacant parking spaces is unattractive to those who must drive and can give reason not to use the local shops.

Parking charges should be set to secure that parking bays become more easily accessible for essential drivers, including disabled Blue Badge holders who in the prior engagement have expressed concerns over insufficient access. Parking charges should also be set to help reduce circulation traffic and create a calmer, more attractive public realm in the local shopping districts. It may sound counterintuitive to some, but parking charges can in fact help increase access and footfall. Instead of free parking, the real footfall potential in the district shopping/business centres lays in encouraging more walking, cycling and bus-borne shoppers, which would simultaneously reduce congestion and improve access for those who must drive.

The proposed introduction of an emission based 50p/30min for the most polluting cars in fact represents a relatively modest parking charge, which is more of a figurative influencer than being a financial impediment. Any residents who choose to give up a non-essential car as result of the emissions proposal would save on average £4,660 each year from ownership costs, which would translate into additional disposable income (see described below).

It is false to assume that the local economy is primarily generated by car-borne trade. It is further wrong to assume that those residents who avoid parking charges by walking, cycling or taking the bus instead would no longer shop locally. The fact that they do not add to road and parking pressure makes a positive contribution in

reducing the costs of congestion and it increases disposable incomes – which can benefit the local businesses and communities.

**133 respondents (21%) commented:**

***Unfair to those who cannot afford a newer or electric car, including the poorest, elderly and vulnerable. Increases divide between rich and poor.***

**49 respondents (8%) commented:**

***Unfair or discriminatory to people on low income and struggling financially, who cannot afford paying parking charges. In difficult times.***

**2 respondents (<1%) commented:**

***Discriminatory against elderly people who use the free short duration space. Charges will increase costs.***

**2 respondents (<1%) commented:**

***It is sexist, because lower income households are predominantly single parents and 85% women.***

**2 respondents (<1%) commented:**

***Proposal is regressive and does not hit middle-class professionals, but instead hit the poor.***

**1 respondent (<1%) commented:**

***I will not be able to work my zero hour contract, because the pay will not cover the cost of parking.***

**1 respondent (<1%) commented:**

***The working class and BAME community will be penalised.***

Officer comment:

The very natural dislike for parking charges make them an important figurative influencer on driving behaviours, without actually causing any significant financial impediment. Putting the parking charges and emissions proposal in context, then it is wrong to assume that parking charges represents a financially adverse impact of any significance to the low-income household.

Motoring research calculates the average annual cost of owning a car to be £4,660. Some consumer websites in fact estimates this to be up to 50% higher in London [<https://www.motoringresearch.com/car-news/average-car-costs-a-month/>]. Car repayments, insurance and fuel makes up the main elements of this cost. Considering the fleet of 158,199 cars and vans registered in Croydon, the £6.4M that the Council collects in parking charges represents £40.60 per year to

the average car owner. A portion of this is in fact paid by drivers/commuters arriving from outside the borough and the true cost is less than £40.

Parking charges serve a useful purpose in contributing to congestion reduction. The cost of congestion is reported to be £1,680 per road user per year across London [<https://www.london.gov.uk/press-releases/assembly/statement-on-the-cost-of-congestion>]. By helping to manage traffic levels and congestion, parking charges effectively protect households from incurring even bigger costs. Maintaining free or low cost parking at destinations that contribute to congestion would make households worse off. Fundamentally, if a household can afford to keep a car then it can in all cases afford to pay for parking.

The present proposal is to contribute to air pollution reduction – in addition to contributing to the underlying congestion reduction effect from parking charges. The proposed emission-based charges would increase the average cost of parking charges per car in Croydon by £5.26 per year (£0.8M effect over 158,199 vehicles), which equates to about 0.1% effect on the average car ownership costs.

This cost would of course be paid mostly by frequent drivers of high-polluting cars. In an extreme scenario, a driver of a high polluting car using a town centre car park (say in Spices Yard) all day long for 230 working days of the year will pay an additional £310 for an annual season ticket. Such a car would also tend to be more expensive to insure and have a higher fuel consumption – hence the total ownership costs would most likely exceed the average £4,660. The increase in such a worst-case scenario would therefore still remain comparably modest. The increase must nonetheless be sufficient to encourage a switch to a lower emission car when the owner next has a replacement choice. If the driver in this scenario switches to an electric vehicle when next replacing the car, then the proposed changes would represent an £800 saving over the year, compared to the current level of charges. These scenarios are for a high use, long stay parking, which in fact represents a minority of car owners in the borough and include drivers from outside the borough. The vast majority of the 158,199 car and van owners in Croydon would experience an increase that is much less than the average £5.26 per year.

Although car owners of electric vehicles would experience an average £36.50 reduction in their annual car ownership costs, they have in fact already paid out thousands extra on the vehicles' premium purchasing price. It is therefore further wrong to suggest that the emission-based proposal would hand a net financial advantage to better off owners of the more expensive electric vehicles.

Many respondents say they would like to buy an electric vehicle, but cannot afford to. The current higher prices of electric vehicles reflect the low numbers being produced. Stimulating an uptake in electric vehicles will support their price reduction and help making them more accessible for everyone. The early adopters of electric vehicles should be commended for helping to drive down prices and for the personal financial sacrifice they accept in pursuit of supporting local public health through reduced air pollution.

For every non-essential car that is given up, the household will on average free-up £4,660 per annum for disposable income. The cars that are most likely to be given up are the 2<sup>nd</sup>, 3<sup>rd</sup> and 4<sup>th</sup> cars, which a household can sometimes do without. These cars currently represent 29% of cars registered in Croydon. This means that there is potential for a reduction in this group of vehicles, without unnecessarily encouraging households to give up the most essential 1<sup>st</sup> car. Infrequently used cars could also become candidates for conversion to shared pool car uses or other alternatives to car ownership. The Council has a policy to support the expansion of car share schemes. The emission-based charges will help encourage this.

Consideration to the proposal must also weigh 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 rates of car ownership.

Surplus from parking charges are ring-fenced and contributes significantly to sustaining public transport fare concessions such as the Freedom Pass scheme for the elderly, which has twice the cost of the total parking budget surplus. The parking charges therefore indirectly support the portion of the elder population that do not have a car or who choose to use public transport.

Active encouragement of lower emission vehicles and the underlying reduction in car use, effectively benefits all individuals, families and neighbourhoods.

With regards to the comment on a 'divide between rich and poor'. The top 20% on higher income have higher car ownership rates 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 do not drive. There is a disproportionate correlation between the areas within the borough that have controlled parking measures (i.e. P&D parking bays), elevated levels air pollution, lower income and health deprivation. The controlled parking areas also happen to have disproportionately higher populations of younger children. Although income is not a protected characteristic within the Equality Act, there is nonetheless a correlation between low income and health deprivation. Inappropriately low parking charges for high-emission vehicles would in effect disproportionately favour the higher income section of the population, who drives the most, at the expense of disproportionately degrading the living environments of those on lower income – who also tends to be more deprived of health. A parking charges structure that is designed to encourage low-emission driving, while discouraging high-emission vehicles, is an important measure in equalising these factors.

**69 respondents (11%) commented:**

***Concern that emission-base charges will harm the local economy and businesses. In already difficult Covid times.***

**31 respondents (5%) commented:**

***This makes other towns more attractive for shopping than Croydon and its district centres.***

Officer comment:

The car of course supports economic activity and output – more so for certain business sectors than others. Excess cars however detract from economic output, in form of the costs from congestion. Non-essential cars therefore support the economy the least. Cars arriving from outside the borough, where commuters merely park in Croydon to travel onwards by tram or train, to destinations outside the borough, detracts from movements by local residents and access to local businesses.

Congestion is highly inefficient to the local economy. Congestion costs road users in Croydon at least £200M each year. [<https://www.london.gov.uk/press-releases/assembly/statement-on-the-cost-of-congestion>]. Congestion further

detracts from residents' quality of life, through unhealthy air pollution and social/time costs. It is commonly recognised that a 5% change in the number of cars travelling on a road can make the difference between free flowing traffic and severe congestion. Therefore, even a small reduction in traffic can have a significant positive impact on reducing the associated costs to the community.

The 158,199 cars and vans registered in Croydon cost the local owners more than £700M each year, mainly in repayments, insurance and fuel.

[\[https://www.motoringresearch.com/car-news/average-car-costs-a-month/\]](https://www.motoringresearch.com/car-news/average-car-costs-a-month/).

The possible loss of economic activity from addressing the Mayor's car reduction strategy is difficult to estimate, in particularly when considering that it simultaneously helps freeing up more disposable income. The Mayor's objective that is transposed into the Third Local Implementation Plan, which is supported in the public engagements and is committed to by the Council, sets out to reduce the number of cars registered in Croydon to 141,200 by end 2021. Realising this objective would save Croydon £80M in direct car ownership costs and possible an equal amount from congestion reduction. This would translate into a 25%+ increase in the Borough's disposable income, which is currently valued at £325M [\[https://www.finder.com/uk/disposable-income-around-the-uk/\]](https://www.finder.com/uk/disposable-income-around-the-uk/).

Just because residents drive less and switch to alternative modes of transport does not automatically mean that they will no longer shop and engage in leisure activities locally. The savings resulting from residents giving up non-essential high polluting cars and from congestion reduction, would in fact increase the amount of disposable income. A portion of this would be spend within the local economy.

It should be further mentioned that the surplus parking charges are ring-fenced to transportation schemes. In Croydon, this has contributed to concessionary fares, such as the Freedom Pass, which supports the economic participation of the elderly population.

Other towns, just like Croydon, have a duty to manage down congestion and car use. Other London Boroughs are subject to the very same regional strategy objectives that Croydon is. It is therefore wrong to assume that these other borough would seek to attract car-borne visitors from Croydon.

The emissions proposal is expected to have the biggest effect in longer stay parking places, such as around stations and bus/tram stops. Freeing up some of this parking capacity supports access for shorter stays, such as car-borne shoppers that could park further out from their shopping destinations – in places where they are currently being crowded out from accessing the public transport hubs.

On balance, there is nothing to evidence that the introduction of emission-based parking charges would harm the local economy or businesses. It could on the other hand free up disposable income and make the Borough a more accessible and pleasant place to visit.

**46 respondents (7%) commented:**

***The Council is only doing this to generate income.***

**7 respondents (1%) commented:**

***The scheme assumes an income, which is in severe conflict with suggestion of being about behaviour change – if they were you would expect to see rapidly falling income.***

**1 respondent (<1%) commented:**

***Council has cited this policy as one which will help them recover from their financial crisis by raising an extra £1m. This suggests they do not really expect behaviour change to result from it, but rather an additional income stream.***

Officer comment:

Using parking schemes as a means to raise income would be inconsistent with the Road Traffic Regulations Act 1984. The charges are determined to influence car drives towards the traffic management objectives for reducing the number of higher polluting cars on the road.

With regards to parking income this year being lower than anticipated as result of the period of lockdown and the national concession scheme, the Council does not have powers to make up this shortfall by purposely raising the parking charges. Instead, central government has committed to compensate local councils for the imposed inability to collect fees and charges during the lockdown.

**34 respondents (5%) commented:**

***Concern for Blue Badge holders or those with mobility/health conditions who must drive.***

**3 respondents (<1%) commented:**

***This will prevent elderly people going out. The elderly becomes housebound.***

**1 respondent (<1%) commented:**

***I have mental health issues and would not be able to travel on some public transport without that impacting on my health.***

Officer comment:

The proposal takes account of a disabled persons' disabilities, as per Equality Act 2010 section 149(4), by exempting the holders of 11,459 individual and 71 organisational blue badges holders in Croydon from parking charges. Companion badges are also free-of-charge. Parking permit charges for voluntary carers are substantially discounted to levels that are below the resident permit charges.

Essential drivers have access to Personal Independence Payment (PIP), which is a national benefit scheme that helps with the extra costs of a long-term or terminal health condition or disability for people aged over 16 – including many who do not yet qualify for a Blue Badge. The mobility part of the PIP allowance is currently up to £62.25 per week, as help with extra costs resulting from mobility impairments and is to cover the cost of a lease agreement for an essential vehicle or powered wheelchair/scooter.

The emission-based parking charges would not adversely impact on participation from the groups that are referred to in the comments. In fact, a reduction in non-essential parking would help free up road and parking space for those with essential car needs. It would become easier for the mobility impaired person to find

a more convenient parking space. This addresses a concern that was raised in the prior engagement. A reduction in air pollution would also support participation from those with respiratory frailty, which disproportionately includes the elderly.

It should be further mentioned that the surplus parking charges are ring-fenced to transportation schemes. In Croydon, they contribute to concessionary fares, such as the Freedom Pass, which supports the participation of the elderly population.

**17 respondents (3%) commented:**

***Public transport is not good enough or currently Covid unsafe.***

**3 respondents (<1%) commented:**

***Council should fund free and better public transport, to justify this scheme.***

**1 respondent (<1%) commented:**

***Public transport takes too long especially if you have children at school that you need to drop off and pick up at certain times.***

Officer comment:

The Council has an ongoing programme of works with the Mayor, Transport for London, Network Rail and Train Operating Companies to improve public transport links to our local high streets, including introducing new routes to better connect Croydon's places and to increase capacity. More details can be found in the Third Local Implementation Plan.

Covid-19 has not removed the importance of keeping active. Walking instead of driving presents an opportunity for exercise for all ages. Public Health England recommends exercise for maintaining physical resilience and mental health during the Covid-19 emergency. Active travel must of course observe the social distancing rules, which is not unrealistic to achieve

Exercise will benefit children who are otherwise currently kept indoors for most of the day, due to Covid-19. Where the Council has introduced safer School Streets they have affected between 15% and 25% reduction in car use. Unexpectedly, these schemes also have also coincided with 35% to 46% switch from public transport to walking, scootering and cycling. This is assumed to be a transferable effect, from the School Street's parallel educational efforts setting an active travel trend that indirectly influences public transport use. This associated reduction in public transport use by school children is important in the Covid-19 context and demonstrate that the school journey is not always solely a choice between the car and the bus.

**16 respondents (3%) commented:**

***Cars are already road taxed according to emissions.***

Officer comment:

The continual growth in the number of cars on the road indicates that ownership is overall becoming more affordable. Many elements of car ownership and usage

costs are already being used to influence behaviours, including road tax, diesel fuel duty and differential congestion charges in London. These are national or regional schemes however that tend to be moderated for the general national denominator and Central London. These measures are insufficient to help stem the number of cars on the roads in Croydon, where the number of vehicles registered in the last decade has continued to grow 2% each year.

The national Clean Air Strategy 2019 devolves responsibility to further reduce the damaging impact air pollution has on public health mainly to the local level. The London Mayor's targets for car use reduction in outer boroughs are similarly devolved to local levels. Without the introduction of emissions-based parking charges it is considered that there would be insufficiency in addressing the public health concerns locally.

**15 respondents (2%) commented:**

***Proposed charges structure and/or payment system is too complicated.***

**14 respondents (2%) commented:**

***Discriminatory against those choosing not to use smart phones, mainly the elderly. Could be illegal.***

**3 respondents (<1%) commented:**

***Most people don't know their emissions levels or what to pay. How will traffic wardens know?***

**2 respondents (<1%) commented:**

***It will be too difficult to pay 17p or 38p in coins. At least adjust to 20p and 40p.***

**1 respondent (<1%) commented:**

***It will take me longer at the P&D machine.***

**1 respondent (<1%) commented:**

***This will make access to local shops difficult.***

**1 respondent (<1%) commented:**

***Mobile phone signal can be unreliable or phone can run out of charge.***

**1 respondent (<1%) commented:**

***A phone that takes an App will cost £480 (2 year minimum hire at say £20pm).***

Officer comment:



The emission-based tariff structure would not require drivers to do anything differently to the present system – except that there would be a greater switch from machine payments to Mobile Pay. The P&D machine would be implemented solely with tariff Band 3 – i.e. its functional use will remain exactly as at present. The machine would contain a new notice directing drivers to use the Mobile Pay service to access the Band 1 and Band 2 emission-based discounts.

The Mobile Pay service would automatically charge the tariff Band that is appropriate for the individual vehicle. The charge is displayed to the driver, for acceptance, before starting each parking event. The service provider obtains a vehicle's emissions data via the DVLA, which is done automatically when first registering the vehicle in the Mobile Pay system. Such vehicle information is available in the public domain, for the driver to review (e.g. here: <https://vehicleenquiry.service.gov.uk/>).

The DfT organised Transport Technology Forum on the Future High Street – Smarter Parking, March 2019, heard evidence from Bournemouth Council, on its experiences from removing all P&D machines and switching the whole of its borough to Mobile Pay only. They reported that concerns over the elderly and people using older phones have proven unfounded. Most elderly people reportedly in fact prefer the ability to start the parking session from their mobile phone, often while still sitting in the comfort of their car, as opposed to walking to a machine in all weathers, getting a purse out in the street and handle coins. The small minority of drivers who disliked Mobile Pay in Bournemouth represented all demographics. Their concerns do not relate to access, but are primarily associated with a preference for making their small payments in cash as opposed to registering their details with a Mobile Pay provider. In Croydon, the plan is to retain a portion of the P&D machine fleet, to continue to provide a cash payment service to those drivers who prefer this – although these drivers would exclude themselves from accessing the emissions discounts.

In Croydon, 60% of parking payments are already being made using Mobile Pay. 104 roads in Croydon have Mobile Pay parking only – i.e. these roads have not had any P&D machines for up to 2 years. User feedback has not identified any detractors in this. It confirms that people with capacity to drive a car and capacity to access the associated digital tax/insurance services, will also have capacity to operate a mobile phone – whether this is a basic phone or a smartphone.

The Mobile Pay service does not exclusively require a smartphone, but can currently also be accessed via SMS on a basic phone. The vast majority of car drivers would be able to use the telephone they already have. A new basic phone on Pay-As-You-Go contract can cost less than £20 to set up. The phone would simultaneously serve the driver a wider purpose and represents a negligible cost within the overall car ownership.

A switch to a higher proportion of Mobile Pay will enable a reduction in the number of P&D machines in the roads. Machines take up space and are visually intrusive, which detract from the public realm. Their operation and cash handling are also costly to the borough, compared to Mobile Pay. With less cash paid into and held in the machines, they would become less susceptible to vandalism and, on a small scale, contribute to a wider crime reduction.

**14 respondents (2%) commented:**

***This will cause more driving, congestion and pollution, to reach large supermarkets with free parking.***

**1 respondent (<1%) commented:**

***Replacing the 1-hour free parking will lead to congestion and pollution, as drivers queue for free parking.***

Officer comment:

Congestion and parking pressure from non-essential car use are already driving a portion of shoppers away from the district centres. It is better to discourage non-essential car use and create a turnover in parking events, to improve access. This would result in less circulation in search for space, congestion and pollution – which provides a more pleasant public realm that people can better enjoy.

Just because residents drive less and switch to alternative modes of transport does not automatically mean that they will no longer shop and engage in leisure activities locally.

**11 respondents (2%) commented:**

***This will push parking into the uncontrolled side streets and impact on residents.***

Officer comment:

The proposal is one element of a collection of measures that are aimed at reducing the overall car use – including in residential side roads.

**10 respondents (2%) commented:**

***Opposes or strongly opposes (no reason specified).***

Officer comment:

The opposition is noted.

**10 respondents (2%) commented:**

***There is no clear measure success or failure of the proposal.***

**1 respondent (<1%) commented:**

***Have you made any estimates of how much pollution will be saved?***

Officer comment:

The measure for success is that the annual average NOx level reduces to below the 40ug/m3 legal limit across the borough and that the number of cars registered in the borough are about 141,200 by end of 2021. These objectives are derived from national and regional government requirements placed on Croydon. The proposed emission-based parking charges alone will not achieve these objectives. The emissions-scheme is just one of a range of measures. Other combination

measures address Low Traffic Neighbourhoods, cycling routes, domestic/industrial heating and bonfires, for example.

The emission-based charges scheme can measure the rate of change in the average emission level from vehicles using public parking places, from which its contribution to the overarching objectives can be deducted. Opinions received to the present consultation range from suggestions that the proposal will have no effect on car use at all, to others saying that it will severely reduce car use. The real evolving trend will be monitored, in context of the effects from the many combination measures, to facilitate periodic reviews of the schemes. The emission-based parking charges can be adjusted, should the collective of measures undesirably either under- or over-achieve.

**9 respondents (1%) commented:**

***Mileage is not considered. People will be penalised for short travel with minimal emission. Why was mileage charging not considered instead?***

**4 respondents (<1%) commented:**

***Charge by vehicle dimensional size instead. Large low emission vehicles add to congestion.***

**1 respondent (<1%) commented:**

***Make parking charges income based instead.***

Officer comment:

This would be a practically difficult measure and establish. Mileage may be a determinant of certain pollutants, such as 'road dust', but it is not necessarily a determinant of harmful NOx emissions locally. Although the length of a vehicle may relate to parking congestion, it does again not necessarily correlate to emissions and impact on air quality. A driver's income may continually change and is also not a determinant of vehicle emissions.

**8 respondents (1%) commented:**

***All cars should be charged the same to park.***

**8 respondents (1%) commented:**

***Parked cars have no emissions and therefore all cars should have to pay the same for parking fees.***

**1 respondent (<1%) commented:**

***A parking space is a parking space, democratically available to any car on the same condition.***

Officer comment:

Cars are generally owned for purpose of driving. Infrequently used cars that are parked on the highway or in a public car park can unnecessarily contribute to parking congestion, resulting in driven cars circulating in search for space. All car ownership therefore contributes to emissions, in various amounts. Charging all cars the same would not help encouraging lower emissions.

**8 respondents (1%) commented:**

***There are too few EVCPs to support the transition to electric vehicles.***

**1 respondent (<1%) commented:**

***Will there be more free charging points for electric cars in the area. What if not is the incentive for going green!***

Officer comment:

The Council is currently rolling out on-street charging points and plan to reach 400 public charging points by 2022. The EVCP are mostly introduced by private commercial operators. The operators could not afford to make them free-of-charge. Electric 'fuel' however remains significantly lower in cost than fossil fuel, which presents an inherent benefit to the driver.

The government currently makes a £350 grant available for home charging points, which are available to new electric and hybrid vehicle owners where practical.

**7 respondents (1%) commented:**

***It is impossible to walk or cycle in hilly areas. There is no reason to use local shops if parking is not free.***

Officer comment:

Transport for London's assessment of the topology and Cycle Transport Access Level (CTAL) – the cycling equivalent to PTAL – suggests that Croydon has London's highest potential for uptake in cycling.

Just because residents drive less and switch to alternative modes of transport does not automatically mean that they will no longer shop and engage in leisure activities locally.

Shoppers who could easily walk or cycle to the local shops, are attracted by 1-hour free parking to use the car and thereby unnecessarily impede access for car-borne shoppers who cannot easily walk the most hilly areas. Difficulties in finding vacant parking spaces is unattractive to those who must drive and can give reasons not to use the local shops.

**6 respondents (1%) commented:**

***Producing new cars has negative carbon footprint. EV batteries have a future environmental impact.***

**2 respondents (<1%) commented:**

***In favour of more parking restrictions, but not a proposal that encourages people to upgrade cars.***

Officer comment:

The purpose of introducing the emissions-based parking charges is to address the issue of local air pollution by putting in place measures that will help to achieve better air quality and improve public health in Croydon. This is in agreement with the national Clean Air Strategy 2019.

National policies are in place to regulate recycling and manufacturing resources use. These manufacturing aspects could not be significantly influenced at a local authority level, other than to say that the Council would support positive national actions to reduce environmental impacts.

**6 respondents (1%) commented:**

***This will encourage online shopping. There will be more vans on the road.***

Officer comment:

Just because residents drive less and switch to alternative modes of transport does not automatically mean that they will no longer shop and engage in leisure activities locally. The rapid growth in the number of bicycle couriers, and not just in the food sector, demonstrate that more local shops have used online selling to access customers and protect their livelihoods during the difficult Covid situation. There is of course an underlying trend for online shopping. This is unlikely to be reversed by revoking parking charges and thereby facilitating severe traffic congestions.

With regards to vans. Making between 10 and 100 delivery drops from a single vehicle produces lower congestion and emissions than 10 to 100 individual vehicle journeys. The deliveries sector is increasingly focusing on decarbonising the last mile, using electric vehicles and bicycle couriers. This trend favours deliveries collected from local shops, as opposed to from remote warehouses.

**6 respondents (1%) commented:**

***The problem is that too much development is being approved.***

Officer comment:

Of the developments currently taking place across Croydon, the highest intensity projects are located close to transport and commercial centres. Residents in such developments will be within walking distances of shopping, leisure, work and public transport. The planners have therefore been able to restrict their access to parking bays and require more car share schemes. Although the number of residents in Croydon will increase, the developments will help dilute car ownership per head of population

**5 respondents (<1%) commented:**

***This will reduce Council income, from loss of business rates when shops close.***

Officer comment:

The emission-base parking charges proposal is not anticipated to result in shop closures. The powers to implement parking charges can only be used for a traffic management purpose. It would be inconsistent with Road Traffic Regulations Act to optimise parking charges for any income generation purpose.

**5 respondents (<1%) commented:**

***There should be subsidies for the replacement of older cars for electrics.***

Officer comment:

The Council supports the London Mayor's call for a national scrappage scheme to be funded by central government.

Several car manufacturers currently operate so-called scrappage schemes, offering up to £5,000 discounts on the new low emission car prices. The government supports these with grants of 20% of the car value, up to £3,000, or up to £8,000 for a van (up to £20,000 for large vans), or up to £1,500 for motorised 2-wheel electric vehicles. Government also make £350 grants available for home electric chargers.

**4 respondents (<1%) commented:**

***Band 3 is not high enough to deter the most polluting cars.***

**3 respondents (<1%) commented:**

***I don't believe this will stop people driving or reduce emissions.***

**2 respondents (<1%) commented:**

***This will not reduce vehicles/emissions, but there will still be queues for parking. I will still be driving.***

**1 respondent (<1%) commented:**

***If the aim is really to encourage residents to use their cars less or own less-polluting cars IT WILL NOT ACHIEVE THIS.***

**1 respondent (<1%) commented:**

***Regrettably despite your best intentions people will not always walk or cycle or use public transport.***

**1 respondent (<1%) commented:**

***I don't feel that free parking encourages more people to drive.***

Officer comment:

It is correct to state that the Band 3 increase is relatively modest. Judging by the majority view in the present consultation responses, however, the dislike for any form of parking charges clearly have an influencing effect. Parking charges are more of a figurative influencer than being a significant financial deterrent in this regard.

The debate that the present proposal has spurred is already proving helpful. The proposed scheme is aimed at encouraging behaviour change for the next car choice and it will help overcome the inertia held by many owners of high-polluting vehicles, who know well that emissions are bad but do not hear enough about the consequences to become sufficiently influenced in considering the alternatives. Already at the consultation stage of the present proposal, a few respondents have commented that they will now give up their car or change to a lower emission model next.

It is also considered that the emissions scheme is new and has to start at a safe level. It must reasonably balance the carrot and stick. There are some risks from potentially unforeseeable reactions to the 'stick' being too large. Setting a relatively modest Band 3 charge has mitigated such risk. The carrot in this case is the reduction in parking charges for electric vehicles, which carries much less immediate risk and can therefore be set at the more significant -90%. The scheme will of course be monitored and reviewed, including with view to adjust Band 3 at a future opportune time if its effect proves too limited.

**4 respondents (<1%) commented:**

***Coulsdon does not suffer with air pollution.***

**1 respondent (<1%) commented:**

***There is no evidence-based justification for introducing emission-based charges: congestion, pollution, business impact, impact on elderly.***

Officer comment:

In Croydon an Air Quality Management Area (AQMA) has been declared for the whole of the borough, for failing to meet the annual average legal limit for air pollutants – including in Coulsdon. The sick, elderly and young are disproportionately affected by this. NHS data shows that Croydon currently have the highest rate of hospital admissions for childhood (0-9 years) asthma in London. 205 premature deaths each year in Croydon are linked to air pollution.

A significant proportion of residents responding to the precursory engagements to the present proposal have expressed concerns about air pollution and say they want it lowered. The residents have also said that there are too many cars on the road.

**3 respondents (<1%) commented:**

***Unfair on owners of older diesel cars, who were encouraged by government.***

Officer comment:

Only diesel vehicles that are more than 4.5 years old will default to Band 3. The national policy on favouring diesel started to progressively reverse in 2009, when the then scrappage scheme was also introduced for older cars. According to the Society of Motor Manufacturers and Traders, the growth in the registrations of new diesel cars levelled off in 2015 and has since been in decline. Diesel currently continue to have a positive role in wider CO2 reduction, in particular for motorway driving where pollution disperses more easily. Older diesel cars, however, contribute disproportionately to harmful NOx in build-up urban areas.

**3 respondents (<1%) commented:**

***Unfair to older car owners. London ULEZ exempts classic cars, why should I have to pay more to park?***

Officer comment:

Cars designed before modern emission standards were introduced pollute the most and their travel to destination parking places should not be encouraged.

The proposed scheme is not the same as the London ULEZ. The London Mayor does not currently have any plan for extending the ULEZ to Croydon. The Mayor instead requires the outer boroughs to define and implement their own schemes, whether they call it ULEZ or something else, and to use measures that that are appropriate for local conditions.

**3 respondents (<1%) commented:**

***Improve the proposal by introducing a threshold band recognising hybrid vehicles (about 100g/km).***

Officer comment:

The number of bands have to balance incentive, fairness and complexity. Other respondents in this consultation in fact find the number of bands too complex. The number of 3 bands was selected as a best compromise and is in fairness an aligned sub-set to the resident parking permit Bands.

**2 respondents (<1%) commented:**

***Provide more cycling facilities and secure cycle parking first.***

Officer comment:

The Council has a cycling strategy and is developing cycling routes and facilities, including mini mobility hubs with better cycle parking. This will be done in addition to encouraging drivers out of the high-emission cars.

**2 respondents (<1%) commented:**



***Unfair to large families with large cars.***

Officer comment:

Larger cars do not necessarily need to be high emission and can in fact be low emission.

**2 respondents (<1%) commented:**

***Will encourage pavement parking and impact on pedestrian safety.***

**1 respondent (<1%) commented:**

***This will result in more yellow line parking.***

**1 respondent (<1%) commented:**

***Double parking on high street often happens how will this be managed under new scheme?***

**1 respondent (<1%) commented:**

***We fail to see how it will 'reduce inconsiderate parking'.***

Officer comment:

Compliance with parking restrictions is generally better where parking charges exists, compared to where free parking exists. This is because some drivers perceive free to mean unenforced, where illegal parking is therefore considered less consequential.

There is no indication that emission-based parking charges would encourage more illegal parking.

**2 respondents (<1%) commented:**

***This policy needs to be shelved or at least postponed until the virus has gone.***

Officer comment:

Current statutory guidance from central government suggests that the influencing of travel habits should not be delayed during the Covid-19 recovery.

**2 respondents (<1%) commented:**

***There has only been a three-week consultation.***

**1 respondent (<1%) commented:**

***If this was agreed in 2019, why could there not have been more time given for residents and businesses to fully understand the implications of these proposals.***

**1 respondent (<1%) commented:**

***There has been no opportunity to say whether you support or do not support the scheme.***

**1 respondent (<1%) commented:**

***The only meaningful question only allows you to use a few hundred words.***

**1 respondent (<1%) commented:**

***I was not informed of this consultation. I only found out on Facebook.***

Officer comment:

The preceding process to the proposal started with the engagements on the Air Quality Action Plan in 2017, the Third Local Implementation Plan in 2018 and on the Parking Policy in 2019. The May 2019 engagement presented the rationale and emission-based parking charges structure that are proposed in the draft traffic order now being consulted on.

The present consultation follows the statutory procedure for creating a traffic order under road traffic regulations, which prescribes a 21-day period to receive representations that would identify any matters invalidating the proposed traffic order. This verification purpose is not the same as the prior surveys that sought qualitative and quantitative opinions, for purpose of developing the proposal.

Limiting the online comment field to 1,000 characters was based on experiences from similar past consultations. The Council is required to subsequently make the responses available for inspection, to enable residents verifying its conclusion. Setting a limit that encourages focused comments assists this public process, but this does not mean that longer responses were prevented. Of the 626 respondents, 53% used less than 300 characters. 76% used less than 500 characters. 91% used less than 800 characters. 99% used less than 1,000 characters. The Public Notice provides the alternative email and postal addresses, which do not have any characters limit. The longest response to the present consultation had 7,463 characters on 3 pages of A4 paper.

The Council announced the consultation in a Facebook post on the day the Public Notice was given. This was done specifically to start a thread that would inform residents who prefer to receive their information in this way. Other social media, direct emails and press releases were also used to communicate the consultation. The comprehensive response to the consultation indicates that the publicity has been effective.

**2 respondents (<1%) commented:**

***Must also further reduce number of parking bays, to better facilitate walking.***

**1 respondent (<1%) commented:**

***The proposed charges will not deter car usage. Introduce 'No Parking' instead, to prevent people driving.***

Officer comment:

Preventing all driving would be disproportionate to the given objective of reducing air pollution. The emission-based charges are just one of a range of combination measures. Road and parking space capacity are subject to separate periodic reviews. They are not being considered in the present proposal.

**2 respondents (<1%) commented:**

***Somebody who runs a diesel a few times a month pays much more than someone with a newer car who drives daily.***

Officer comment:

Those who only drive and use public parking places infrequently will naturally have less net parking related costs and would be less affected by the present proposal. When infrequently used vehicles drive, however, then they pollute as much as other cars.

**2 respondent (<1%) commented:**

***Paris has a more equal system where number plate determines which days a car can drive.***

Officer comment:

What is suggested appears to be a significantly more restrictive scheme than what is proposed and it would conflict with some of the essential car user needs expressed by other respondents to the present consultation.

**1 respondent (<1%) commented:**

***I know you will say it's to help environment but do you see other countries doing it?***

Officer comment:

Practically all major cities in Europe have schemes to control or restrict high-emission vehicles. They can be found here: <https://urbanaccessregulations.eu/>. Another respondent to this consultation commented on the scheme in Paris, for example.

**1 respondent (<1%) commented:**

***Croydon residents should have free off-peak parking, to discourage peak time travel.***

Officer comment:

There is merit in moving a portion of peak travel to off-peak travel. Encouraging more off-peak travel would however increase the total travel and not support lower emission travel. As part of the Croydon Growth Zone programme, the Council is investigating smart city and smart parking systems. It is foreseeable that future technology might enable features such as dynamic route guidance and dynamic charges, to help encourage travel along the least congested routes and off-peak.

**1 respondent (<1%) commented:**

***Food delivery drivers who collect from the food outlets for home delivery cannot afford to lose 50p every collection.***

Officer comment:

Delivery drivers are eligible to perform commercial loading/unloading. Secondly, the 50p would only apply to vehicles that exceeds 185g/km CO<sub>2</sub>, which would be a very unlikely scenario for the delivery drivers collecting at food outlets.

**1 respondent (<1%) commented:**

***If you were worried about congestion and pollution you would remove those plant pots and stop traffic.***

Officer comment:

The proposed emission-based parking charges are one of a range of combination measures. The schemes are to some extent complementary, but one does not necessarily exclude the other.

**1 respondent (<1%) commented:**

***Improve instead on knife crime, gangs and directors with criminal convictions opening shops/takeaways.***

Officer comment:

These are important concerns that are addressed separately. Focusing solely on these issues instead would however not address the public health concerns associated with excessive vehicle emissions.

**1 respondent (<1%) commented:**

***Increase enforcement to deter bad parking instead.***

Officer comment:

Enforcement alone would not help encourage lower emission driving. The emission-based parking charges would be enforced; but without the scheme there would be no traffic order to enforce.

**1 respondent (<1%) commented:**

***Increasing housing and population create need for more and more affordable and easy parking spaces, not less.***

Officer comment:

The highway has a finite amount of space. In areas with high density housing and parking activities, it will be necessary to control and regulate access to the kerb side. It is however not proposed that the emission-based charges would reduce the number of parking bays. It may in fact improve access to the pre-existing bays, by discouraging a level of non-essential driving.

**1 respondent (<1%) commented:**

***Parking charges are already ridiculously high, which is why I take the bus.***

**1 respondent (<1%) commented:**

***This would make me shop more locally, within walking or bus distance.***

Officer comment:

Parking charges are generally set to discourage non-essential car use and thereby encourage the use of public transport. The proposal would primarily discourage the use of high-polluting cars.

**1 respondent (<1%) commented:**

***Removing 1-hour free will cause people to drive further, which is not Covid safe.***

Officer comment:

How far drivers travel must currently be guided by the Covid-19 emergency control measures. Temporary Covid-19 controls should not be introduced into a permanent local traffic management order.

**1 respondent (<1%) commented:**

***The Government emissions for cars does not take effect until 2025-2030, why is this happening now?***

**1 respondent (<1%) commented:**

***There are sufficient incentives towards lower emission. Set quite rightly by elected members of parliament.***

**1 respondent (<1%) commented:**

***This will not reduce pollution. Only electric and hydrogen cars will reduce pollution. Wait for government.***

Officer comment:

The Council supports that more measures are introduced at national and regional levels. Measures introduced nationally are however still not effecting sufficient changes at local levels. The national Clean Air Strategy 2019 and the London Mayor's Strategy therefore require that further actions to reduce urban NOx and particulate matter emissions are taken mainly at local level.

In Croydon an Air Quality Management Area (AQMA) has been declared for the whole of the borough, for failing to meet the annual average limit for air pollutants. The resulting public health problems, including the local high levels of asthma and premature deaths in Croydon, are issues of today. The car use reduction objectives prescribed by the London Mayor's strategy have interim objectives that must be met by end of 2021. The scheme therefore cannot wait until 2025-2030.

**1 respondent (<1%) commented:**

***The parking will incur an administration charge against raising the funds required to park.***

Officer comment:

The so-called commission fee paid to Mobile Pay operators is less than the cost of collecting and processing cash from Pay & Display machines. These fees and costs are paid from the parking charges. The emission-based proposal is expected to result in an uptake in Mobile Pay, which represents an administrative cost reduction effect to the borough.

**1 respondent (<1%) commented:**

***These traffic measures are just designed to force drivers off the road.***

Officer comment:

The emission-based parking charges are one of a combination of measures that are intended to encourage lower emission cars and discourage higher emission cars. There is also an element of the regional transport strategy requiring Croydon to reduce the number of vehicles registered in the borough. The intention is not to 'force' drivers off the road, but it is hoped that some residents will choose to give up non-essential and higher polluting cars.

**1 respondent (<1%) commented:**

***This should also apply to off street parking and residential areas where there is no pay and display.***

Officer comment:

The proposal would apply to all Council operated off-street parking places. The Council does of course not have powers to set the parking charges in private places. The proposal would also apply to all on-street locations that have controlled parking zones. Controlled parking zones are subject to location specific engagements and public consultations, which will be separate to the present proposal. The proposed emission-based charges would apply to all future controlled parking places.

**1 respondent (<1%) commented:**

***This will drive people into the hands of the national private [car park operators] and take cash away from the borough.***

Officer comment:

There is a traffic management objective in reducing traffic congestion on-street, including by encouraging more off-street parking. The scheme is not a fiscal measure and cash to the borough cannot be a deciding factor.

**1 respondent (<1%) commented:**

***Buses and Council Vehicles should be 'greened', these after all produce the greatest level of pollution.***

**1 respondent (<1%) commented:**

***The Council uses lots of diesel lorries for waste movements. As most of these live in off-road compounds I don't suppose the Council will pay towards its pollution via its waste system. Why not? That way all residents share the burden.***

**1 respondent (<1%) commented:**

***Where does TfL pay for its non all electric buses garaged in Croydon?***

Officer comment:

Both the Council and TfL have programmes for 'greening' their fleets of vehicles and busses. Parking permits for council worker and councillor cars were made emission-based chargeable in 2019.

The Council has no powers to set parking charges at TfL bus garages.

The London Mayor's evolving guidance on Workplace Parking Levy (WPL) could potentially be consider locally if needed, once it has sufficiently evolved and the outcomes from feasibility study schemes in other parts of London are well understood. This would not be an immediate consideration, while the present collective of traffic and emissions reduction measures are being progressed.

**1 respondent (<1%) commented:**

***Pollution is mostly caused by half empty busses, lorries and old vans.***

Officer comment:

The proposal to introduce emission-based parking charges would form one part of a range of actions that are required at a community, borough, London and national level. Optimising bus and other vehicles capacity is a separate issue. Covid-19 has inevitably resulted in temporary capacity issues on busses, which should hopefully resolve itself in coming months.

The per-person congestion and emissions from an average bus passenger is already less than the per person effects from a car driver. Transport for London have a programme for converting busses to electrics by 2030 for further emission reductions.

The present Parking Policy has an objective for considering virtual loading bays or equivalent measures, to help optimise and encourage lower emissions from lorry and van deliveries. Old vans would of course become subject to the presently proposed emission-based parking charges.

**1 respondent (<1%) commented:**

***This is a measure largely targeted at the south of the borough, where housing density is increasing.***

Officer comment:

Most P&D parking bays are in fact in the central and northern part of the borough, which have the most destination parking events and where the scheme will therefore have the biggest impact.

**1 respondent (<1%) commented:**

***The existing free period should be maintained with an additional "No return with 2 Hours" rule.***

Officer comment:

A "no return within 1 hour" already exists. Changing this would not significantly help to influence vehicle emission levels.

**1 respondent (<1%) commented:**

***It doesn't make sense to generate turnover. The longer cars park for, then less they emit.***

Officer comment:

The statement has merit, but longer stay parking would detract from essential access to amenities. Other respondents are concerned for local businesses not receiving their customers. Turnover from shorter stays frees up space and avoids traffic circulation. The emissions scheme is further intended to influence lower emissions in the vehicles that do travel to the destination parking places.



**1 respondent (<1%) commented:**

***Reducing people getting out to local shops [by car] is bad for mental health.***

Officer comment:

Exercise from active travel is good for mental health. A reduction in air pollution is further good for general health.

**1 respondent (<1%) commented:**

***This proposal will only be helpful once more people have moved to low emission vehicles.***

Officer comment:

The primary purpose of the proposal is to influence the uptake in lower emission vehicles, which are currently under-represented on the roads. Once the majority of vehicles have eventually become low emission then the proposal would have a much diminished purpose.

**1 respondent (<1%) commented:**

***Monitor at least every 3 months and be prepared to revert to 1 hour free if it harms high street.***

Officer comment:

The outcome and effects of the scheme will naturally be monitored, including observing and listening to feedback from the high street.

**1 respondent (<1%) commented:**

***Get the multi storey car parks to reduce their charges.***

Officer comment:

The Council does not have powers to set the charges in privately operated car parks. Influencing these car parks to reduce their parking charges would contradict the objective to reduce non-essential car use.

**1 respondent (<1%) commented:**

***The problem with pollution is speeding and not parking.***

Officer comment:

It is correct to say that driving at higher speeds generally creates higher emissions. However, slow moving congested traffic of high-emission vehicles also creates disproportionate amounts of air pollutants. Whereas the 20mph zones supports the

former, a reduction in high-emission and non-essential car use through emission-based parking charges would support the latter.

**1 respondent (<1%) commented:**

***Will cause electric cars to park for longer.***

Officer comment:

This is a correct statement for a proportion of all parking events. Encouraging the uptake in electric vehicles however remains essential to reducing net emissions. The comment is the reason for not considering entirely free parking for electric vehicles. Electric vehicles represent just 4% of cars in Croydon at the moment and an increase in their average length of stay is therefore unlikely have a significant impact. The proposed charges can be changed in future years, when the vehicle mix changes and if access problems from longer staying electric vehicles develop. The development in electric vehicle uptake would evidence such future decisions, which cannot be reliably forecast at present.

**1 respondent (<1%) commented:**

***Time from consultation to implementation is too short to allow people to change cars.***

Officer comment:

The engagements on the policies that have developed the present proposal started in July 2017. The first phase of the scheme, with the introduction of emission-based resident parking permits in October 2019, received significant publicity and pre-notified the community of the presently proposed final phase.

The national Clean Air Strategy 2019 and the London Mayor's Strategy require early actions to reduce emissions. These actions are required to start showing measurable results by end of 2021. Public Health (NHS) data shows that Croydon currently have the highest rate of hospital admissions for childhood (0-9 years) asthma in London and 205 premature deaths in Croydon are linked to air pollution. Delaying the new charges until the next car replacement would encourage a proportion of car owners to keep their current high-emission vehicle for longer and it would thereby fail to address the requirements in a timely manner.

**1 respondent (<1%) commented:**

***This will cause double journeys, driving into to despatch passengers and back later to collect them.***

Officer comment:

Such practice is not expected to increase significantly.

**1 respondent (<1%) commented:**

***I am a resident parking permit holder and I object.***

Officer comment:

This proposal does not affect residents parking permits.

**1 respondent (<1%) commented:**

***Unfair to drivers who do not have off-street parking.***

**1 respondent (<1%) commented:**

***I pay my council tax so why shouldn't I be allowed to park my car outside my house?***

Officer comment:

The proposal is concerned with destination parking and not with residential home parking, for which discounted parking permits are available. The proposal does therefore not introduce charges as suggested, including if the respondents' addresses had been within a controlled parking zone.

**1 respondent (<1%) commented:**

***Community workers such as district nurses would have to pay.***

**1 respondent (<1%) commented:**

***I am a domiciliary carer and we don't get parking expenses reimbursed from the company [in context of 1-hour free parking].***

Officer comment:

The proposal does not alter who pays for parking. It only creates a differential in the charges paid by low emission and high emission vehicles.

Employers would usually pay or reimburse work-related parking expenses. Healthcare operators in Croydon have access to parking permits for this, which are already emission-based. Some employers might not judge the use of the 1-hour free bays at the high street shops as a work-related parking event; but this would be a matter for the employers and employees to determine.

**1 respondent (<1%) commented:**

***Make parking free for parents with young children. Give them exemption badges.***

Officer comment:

Young children are particular vulnerable to air pollution and inactivity. Pollution inside a car in congested traffic tends to be several-fold higher than on the pavement. Transporting children in cars therefore tends to represent a bad combination of effects.

The scheme does not automatically assume that the transport of children as being essential. The Third Local Implementation Plan reflects the Croydon local plan and the London Mayors Transport Strategy, including that all local Councils must help children and parents to use cars less and walk, cycle and use public transport more.

Where a parent or child is affected by a disability, the proposed scheme would not alter the pre-existing concessions for Blue Badge holders and carers.

**1 respondent (<1%) commented:**

***Was local business consulted on this proposal?***

Officer comment:

There was an extensive prior whole community engagement on the Third Local Implementation Plan (LIP3), which is the local response to the London Mayors Transport Strategy and a key driver behind the emission-based parking charges. There was also a prior engagement on the Parking Policy on emission-based parking charges. The LIP3 and the Cabinet paper on the Parking Policy set out the traffic reduction objectives, which businesses responded to.

It should be said that while the LIP3 consultation received 1,000 responses, the Parking Policy engagement received a smaller 183 responses. 9.8% (18) were from businesses. Of these 30% expressed concerns, 30% were in support, and 40% commented neither way on the policy of emission-based parking charges. The views were considered in the development of the present proposal, which is now subject to consideration of further representations.

**1 respondent (<1%) commented:**

***57min average stay evidence need for 2 hours in Coulsdon, but ceasing 1 hour free would fail to recognise the competition from neighbouring boroughs.***

**1 respondent (<1%) commented:**

***Along the lines that was suggested at the town centre walk round at the beginning of the year with Councillor Manju Shahul-Hammed, where it was suggested that town centre parking should be the first half hour would be free and a charge for up to two hours in 30 minutes periods.***

Officer comment:

Extending the maximum length of stay to 2 hours would be in conflict with retaining the 1-hour free period, because it would result in a net reduction in footfall access. The reduction in non-essential car use, which would boost non-car borne footfall, and an increase in turnover of parking events from ceasing the 1-hour free is needed to support the extension to maximum 2 hours.

The Council's meeting with Coulsdon town centre businesses on 30 January 2020 raised a request for retaining 1-hour free, with a second hour being chargeable – as is indeed requested again in response to the current consultation.

**1 respondent (<1%) commented:**

***At least parking meters should allow payment by contactless bankcard [in context of ceasing 1-hour free period].***

Officer comment:

The P&D machines in the current 1-hour free places would be upgraded to accept cashless card payments. Drivers would of course be encouraged to access the emissions discounts via the more convenient Mobile Pay.

**1 respondent (<1%) commented:**

***Zero emission vehicles should pay zero to park.***

Officer comment:

Electric vehicles are to be encouraged over combustion engines on the local road network. At the same time, however, non-essential use of electric cars should not be encouraged. Although electric vehicles do not emit exhaust gasses locally, they do still contribute to 'road dust' (brakes and tire particles) pollution and, indirectly, to emissions from traffic congestion. Electric vehicles will continue to grow in numbers, and will eventually and gradually need future managing. It is therefore important to maintain a small parking charge for electric vehicles.

**1 respondent (<1%) commented:**

***There is already the ULEZ charge in central London, Croydon does not need to double-up on this.***

Officer comment:

The London Mayor does not currently have any plan for extending the ULEZ to Croydon. The Mayor instead requires the outer boroughs to define and implement their own schemes, whether they call it ULEZ or something else and to use measures that that are appropriate for local conditions.

Considering that every car journey starts and ends with a parking space, the parking charges structure is considered to be an important means of influencing car ownership and use in Croydon.

**1 respondent (<1%) commented:**

***Outside drivers parking in a private car park or driving through Croydon do not have to pay, but they pollute.***

Officer comment:

The Council does not have powers to set parking charges in private car parks. Nor does it have the means to introduce and operate a ULEZ-type road charging scheme. This will require the Mayor extending ULEZ to Croydon. Those driving through Croydon towards London will of course become influenced by the ULEZ zone, which is set to expand to the South Circular road.

The emission-based parking charges are not the whole measure aimed at reducing car traffic and emissions. They are not expected to achieve this in isolation. The Low Traffic Neighbourhoods, for example, are influencing an additional level of reduction in travel in the most congested residential neighbourhoods. School Streets are also being introduced, to help reduce traffic and air pollution from school journeys.

- 3.3.7 The 974 comments, from 583 objectors, are considered to have exhaustively identified all potential issues that would indicate the proposed Traffic Management Order to be invalid, inadequate or disproportionate to a statutory purpose, duty or relevant powers, or if a procedural fault has occurred.
- 3.3.8 Although 583 respondents have expressed opposition to the proposal, the comments received have not identified any material reasons for not introducing the proposed emission-based parking charges. Chiefly, the duties to the National Air Quality Strategy and the Mayor’s Transport Strategy are considered to outweigh the concerns associated with encouraging a switch to lower emission vehicles and reduced car use. In conclusion, the consultation has not identified material objections that would invalidate the objectives for introducing emission-based parking charges.
- 3.3.9 Subject to the Executive Director, Place agreeing to the recommendations in this report, each of the objectors will receive responses based on the officer comments in Table 1 above.

### 3.4 IMPLEMENTATION

- 3.4.1 Subject to the decision being made, a Traffic Management Order amending the parking 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.

## 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 £'000	2021/22 £'000	2022/23 £'000	2023/24 £'000
<b>Revenue Budget available</b>				
Expenditure	0	0	0	0
Income	0	(832)	(832)	(832)

**Effect of decision from report**

Expenditure	0	0	0	0
Income	(200)	(832)	(832)	(832)
<b>Remaining budget</b>	<b>(200)</b>	<b>0</b>	<b>0</b>	<b>0</b>

**Capital Budget available**

Expenditure	75	0	0	0
-------------	----	---	---	---

**Effect of decision from report**

Expenditure	75	0	0	0
<b>Remaining budget</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

**2 The effect of the decision**

The emission-based parking charges would have an annual effect of (£832k), which was originally planned to be introduced from April 2021. Pulling the scheme forward, to coincide with a delayed increase in parking charges will have a (£200k) effect in-year. Future year's budgets are not yet set or approved, but it is anticipated that the projected income from the pre-planned scheme agreed by Cabinet in March 2019 will be incorporate into these future budgets.

The total capital cost of implementing the tariff change is £150k. Considering that 2 parking changes amendments are being combined, the capital budget for emission-based charges is assumed to be half of this amount. The total £150k is approved in the capital programme and was reported to TMAC on 14 October 2020.

**3 Risks**

No particular financial risks are identified.

**4 Options**

Not introducing the recommended charges would not have any effect on the 2020/21 budget, although it would be a lost opportunity to alleviate Covid-related income pressures.

**5 Future savings/efficiencies**

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

**6 *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, 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 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 revenue. Any revenue raised must be handled in accordance with proper practices and spent lawfully.

*(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 Appendix 4. The assessment has not identified unacceptable adverse effects on one or more protected groups that are not justified or could reasonably be further mitigated. The advantages of the proposal outweigh the disadvantages and do not lead to unlawful discrimination. This conclusion will be subject to ongoing monitoring of feedback received once the proposal is implemented.
- 7.3 The prior engagement and consultation results have found that no individual protected sub-group stands out as having responded negatively to the principles behind emission-based parking charges – in terms of impact on their protected characteristics. There has been some elevated concern about insufficiency in accessible parking bays for individuals with a disability, with an essential car use need, and that they 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. The recommendation does not introduce parking charges for disabled Blue Badge or Companion 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 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.

- 7.6 There is currently no evident information to suggest that the emission-based parking charges will have a disproportionate impact on people with protected characteristics (as covered by the Equality Act).
- 7.7 It is considered that the reasons for introducing emission-based parking charges outweighs any reasons for not implementing them.

*Approved by: Yvonne Okiyo, Equalities Manager*

## **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 Existing P&D bay parking charges are ineffective in influencing car emissions and car use. As consequence, the Council sub-optimally meets its traffic management duties.
- 10.2 The representations have not identified any material reasons for not introducing the emission-based parking charges as proposed. Chiefly, the duties to the National Air Quality Strategy and the Mayor's Transport Strategy are considered to outweigh the concerns associated with encouraging a switch to lower emission vehicles and reduced car use.

## **11 OPTIONS CONSIDERED AND REJECTED**

- 11.1 The alternative option to do nothing would be a lost opportunity for making a contribution to the Air Quality Actions Plan. This would fall short of the 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. It would also be a lost opportunity to increase turnover in parking events in the district high streets and address access for mobility impaired groups.
- 11.2 The consultation has received representations for the introduction of a London ULEZ-type road charging scheme, instead of introducing the proposed emission-based parking charges. The Central London type congestion charging is very complex and expensive to operate. Such a solution would need to be joined up to a London-wide scheme. The London Mayor does not currently have any plan for extending the ULEZ to Croydon. The Mayor instead requires the outer boroughs to define and implement their own schemes, whether they call it ULEZ or something else and to use measures that that are appropriate for local conditions. Considering that every car journey starts and ends with a parking space, the parking charges structure is considered to be an important means to influencing car ownership and use in Croydon.

---

**CONTACT OFFICER:**

- Steve Iles, Director of Public Realm

## **APPENDICES TO THIS REPORT**

- Appendix 1 – Public Notice of proposed on-street parking charges.
- Appendix 2 – Public Notice of proposed off-street (car parks) parking charges.
- Appendix 3 – Equalities Assessment on Emission-based and Increased Parking Charges, dated 9 September 2020.
- Appendix 4 – Listing of 626 responses to consultation

## **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://www.gov.uk/government/publications/reallocating-road-space-in-response-to-covid-19-statutory-guidance-for-local-authorities/traffic-management-act-2004-network-management-in-response-to-covid-19>
4. <https://getinvolved.croydon.gov.uk/uploadedfiles/ED%20Place%20report%20on%20con%20sulation%20Sep%202020.pdf>
5. <https://www.croydon.gov.uk/transportandstreets/policies/third-local-implementation-plan>

CROYDON COUNCIL

**PROPOSED INTRODUCTION OF VEHICLE EMISSIONS BASED CHARGES FOR PAY AND DISPLAY/PAY-BY-PHONE ON-STREET PARKING IN CONTROLLED PARKING ZONES (CPZs) & THE REVOCATION OF FREE 1-HOUR DISPLAY TICKET PARKING**

**The Croydon (On-Street Charged-For Parking Places)  
(Amendment No.K90) Order 20-**

1. NOTICE IS HEREBY GIVEN that Croydon Council propose to make the above Traffic Order under the relevant sections of the Road Traffic Regulation Act 1984, as amended by the Traffic Management Act 2004 and all other enabling powers.
2. **The general effect of the Order would be:-**
  - (a) **to introduce emissions based charges for all on-street pay & display and pay-by phone parking within the London Borough of Croydon as detailed in the Schedule to this Order;**
  - (b) **to replace the existing free one-hour display ticket parking places with two hour maximum stay emissions based pay & display and pay-by-phone parking places as detailed in the Schedule to this Order;**
  - (c) **to amend existing Traffic Management Orders to include the new charges.**

**NOTE: Drivers will be required to sign-up to the Mobile Pay app in order to access emission-discounted charges. Those drivers not using the app will be charged at the higher band rates via the P&D machines.**
3. Copies of the proposed Order, of all related Orders and of the Council's statement of reasons for proposing to make the Order, can be inspected from 9am to 4pm on Mondays to Fridays inclusive until the last day of a period of six weeks beginning with the date on which the Orders were made or, as the case may be, the Council decides not to make the Orders, at the Enquiry Counter, 'Access Croydon' Facility, Bernard Weatherill House, 8 Mint Walk, Croydon, CR0 1EA.
4. Further information may be obtained by telephoning Parking Services, Place Department, telephone number: 020 8726 7100.
5. Persons desiring to object to the proposed Order should make a statement in writing of their objection and the grounds thereof on the "Have your say" page at [www.croydon.gov.uk](http://www.croydon.gov.uk). Alternatively write to the Parking Design Section, Place Department, 6th Floor, Zone C, Bernard Weatherill House, 8 Mint Walk, Croydon, CR0 1EA or email [Parking.Design@croydon.gov.uk](mailto:Parking.Design@croydon.gov.uk) quoting the reference PD/CH/K90 by 22 October 2020.
6. The Order is intended to introduce emissions based pay and display/pay-by-phone charges throughout Croydon's CPZs and to replace all free one-hour display ticket parking with two-hour maximum stay emissions based pay-by-phone parking. The changes are intended to encourage lower emission vehicles and to help address air quality and public health objectives. They are also intended to improve access to amenities to serve local shoppers and the economies of the district centres.

Dated this 01 October 2020

Mike Barton, Highway Improvements Manager,  
Place Department

## SCHEDULE

### On-Street Parking Charges – Proposed Changes

- **Band 1** applies 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.

<b>Central CPZ, 2-hour max stay bays</b> (in London Road (West Croydon Station to Sumner Rd) South End and Selsdon Road, South Croydon)		
Tariff	Duration	Existing
Mon – Sat 9am - 5pm	30min	£0.00
	1hr	£2.60
	1hr 30min	£3.90
	2hrs	£5.20
Sunday	All day	£0.00

New emission-based charge		
Band 1	Band 2	Band 3
£0.17	£1.28	£1.70
£0.34	£2.55	£3.40
£0.51	£3.83	£5.10
£0.68	£5.10	£6.80
£0.00	£0.00	£0.00

<b>Central CPZ, 2-hour max stay bays</b> (in the Central, East Inner, East Outer & West CPZs) <b>Note:</b> Sunday & evening charges apply in Central CPZ only.		
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 emission-based charge		
Band 1	Band 2	Band 3
£0.17	£1.28	£1.70
£0.34	£2.55	£3.40
£0.51	£3.83	£5.10
£0.68	£5.10	£6.80
£0.17	£1.28	£1.70
£0.44	£3.30	£4.40
£0.17	£1.28	£1.70
£0.44	£3.30	£4.40

<b>Central CPZ, 4-hour max stay bays</b> (in the Central, East Inner, East Outer, North, South & West CPZs) <b>Note:</b> Sunday & evening charges apply in Central CPZ only.		
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

New emission-based charge		
Band 1	Band 2	Band 3
£0.12	£0.90	£1.20
£0.24	£1.80	£2.40
£0.36	£2.70	£3.60
£0.48	£3.60	£4.80
£0.60	£4.50	£6.00
£0.72	£5.40	£7.20
£0.84	£6.30	£8.40
£0.96	£7.20	£9.60

Sunday	1hr	£1.30	£0.17	£1.28	£1.70
	All day	£3.30	£0.44	£3.30	£4.40
6pm - Midnight Mon – Sun	1hr	£1.30	£0.17	£1.28	£1.70
	All night	£3.30	£0.44	£3.30	£4.40

**Croydon CPZs, 8-hour max stay standard charge bays** (in Brownlow Rd, Chepstow Rise, Chichester Rd, Deepdene Ave, Langton Way, Park Hill Rise, Radcliffe Rd, Ranmore Ave, Paul Gdns, Selbourne Rd, Stanhope Rd (Park Hill to Chichester Rd), Thanescroft Gdns, Campden Rd, Spencer Rd, Epsom Rd, Duppas Rd, Vicarage Rd, Siddons Rd, Kemble Rd, Benson Rd, Courtney Rd, Factory Lane, Pawsons Rd, Lion Rd, Mayo Rd, Northbrook Rd, Broadway Ave, Princess Rd, Henderson Rd, Amersham Rd, Boulogne Rd, Beulah Grove, Tirrell Rd, Windmill Grove, Grace Rd & Whitehorse Rd (between Princess Rd & Boulogne Rd)).

Tariff	Duration	Existing
Mon – Sat During CPZ hrs	30min	£0.30
	1hr	£0.60
	1hr 30min	£0.90
	2hrs	£1.20
	2hr 30min	£1.50
	3hrs	£1.80
	3hr 30min	£2.10
	4hrs	£2.40
	4hr 30min	£2.70
	5hrs	£3.00
	5hr 30min	£3.30
	6hrs	£3.60
	6hr 30min	£3.90
	7hrs	£4.20
7hr 30min	£4.50	
8hrs	£4.80	
Sunday	All day	£0.00

New emission-based charge

Band 1	Band 2	Band 3
£0.04	£0.30	£0.40
£0.08	£0.60	£0.80
£0.12	£0.90	£1.20
£0.16	£1.20	£1.60
£0.20	£1.50	£2.00
£0.24	£1.80	£2.40
£0.28	£2.10	£2.80
£0.32	£2.40	£3.20
£0.36	£2.70	£3.60
£0.40	£3.00	£4.00
£0.44	£3.30	£4.40
£0.48	£3.60	£4.80
£0.52	£3.90	£5.20
£0.56	£4.20	£5.60
£0.60	£4.50	£6.00
£0.64	£4.80	£6.40
£0.00	£0.00	£0.00

**Croydon CPZs, 8-hour max stay premium charge bays**

(applies in all 8-hour max stay bays where the standard charge does not apply – see above for standard charge bay locations).

Tariff	Duration	Existing
Mon – Sat During CPZ hrs	30min	£0.50
	1hr	£1.00
	1hr 30min	£1.50
	2hrs	£2.00
	2hr 30min	£2.50
	3hrs	£3.00

New emission-based charge

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
£0.42	£3.15	£4.20

	3hr 30min	£3.50	£0.49	£3.68	£4.90
	4hrs	£4.00	£0.56	£4.20	£5.60
	4hr 30min	£4.50	£0.63	£4.73	£6.30
	5hrs	£5.00	£0.70	£5.25	£7.00
	5hr 30min	£5.50	£0.77	£5.78	£7.70
	6hrs	£6.00	£0.84	£6.30	£8.40
	6hr 30min	£6.50	£0.91	£6.83	£9.10
	7hrs	£7.00	£0.98	£7.35	£9.80
	7hr 30min	£7.50	£1.05	£7.88	£10.50
	8hrs	£8.00	£1.12	£8.40	£11.20
Sunday	All day	£0.00	£0.00	£0.00	£0.00

**Croydon CPZs, 12-hour max stay bays**  
(in the North, N2 and West Thornton CPZs)

Tariff	Duration	Existing
Mon – Sat During CPZ hours	30min	£0.50
	1hr	£1.00
	1hr 30min	£1.50
	2hrs	£2.00
	2hr 30min	£2.50
	3hrs	£3.00
	3hr 30min	£3.50
	4hrs	£4.00
	4hr 30min	£4.50
	5hrs	£5.00
	5hr 30min	£5.50
	6hrs	£6.00
	6hr 30min	£6.50
	7hrs	£7.00
	7hr 30min	£7.50
	8hrs	£8.00
	8hr 30min	£8.50
	9hrs	£9.00
	9hr 30min	£9.50
	10hrs	£10.00
10hr 30min	£10.50	
11hrs	£11.00	
11hr 30min	£11.50	
12hrs	£12.00	
Sunday	1hr	£1.30
	All day	£3.30

**New emission-based charge**

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
£0.42	£3.15	£4.20
£0.49	£3.68	£4.90
£0.56	£4.20	£5.60
£0.63	£4.73	£6.30
£0.70	£5.25	£7.00
£0.77	£5.78	£7.70
£0.84	£6.30	£8.40
£0.91	£6.83	£9.10
£0.98	£7.35	£9.80
£1.05	£7.88	£10.50
£1.12	£8.40	£11.20
£1.19	£8.93	£11.90
£1.26	£9.45	£12.60
£1.33	£9.98	£13.30
£1.40	£10.50	£14.00
£1.47	£11.03	£14.70
£1.54	£11.55	£15.40
£1.61	£12.08	£16.10
£1.68	£12.60	£16.80
£0.17	£1.28	£1.70
£0.44	£3.30	£4.40

## Outer Zone CPZs

**District CPZs, 1-hour max stay free display ticket parking bays** – to be replaced by two hour max stay bays with charges as shown. See below for locations of these bays.

Tariff	Duration	Existing
Mon – Sat 9am - 5pm	30min	£0.00
	1hr	£0.00
	1hr 30min	n/a
	2hrs	n/a
Sunday	All day	£0.00

New emission-based charge		
Band 1	Band 2	Band 3
£0.05	£0.38	£0.50
£0.10	£0.75	£1.00
£0.15	£1.13	£1.50
£0.20	£1.50	£2.00
£0.00	£0.00	£0.00

**Note:** applies in District Centre high streets in South Norwood, Thornton Heath, New Addington Central Parade (on-street service road, not the car park), Purley and Coulsdon Town. Local centres in Beulah Hill, Cherry Orchard Road, Lower Addiscombe Road, Addiscombe, Brighton Road (South Croydon), Selsdon, and Old Lodge Lane, Purley, London Road (between Sumner Road and Broad Green Avenue).

**District CPZ, 2-hour max stay bays**  
(in South Norwood, Thornton Heath, Purley & Coulsdon CPZs)

Tariff	Duration	Existing
Mon – Sat During CPZ hrs	30min	£0.70
	1hr	£1.40
	1hr 30min	£2.10
	2hrs	£2.80
Sunday	All day	£0.00

New emission-based charge		
Band 1	Band 2	Band 3
£0.09	£0.68	£0.90
£0.18	£1.35	£1.80
£0.27	£2.03	£2.70
£0.36	£2.70	£3.60
£0.00	£0.00	£0.00

**District CPZ, 4-hour max stay bays**  
(in South Norwood, Norbury, Napier Rd/Bynes Rd, Purley & Coulsdon CPZs & in Sanderstead)

Tariff	Duration	Existing
Mon – Sat During CPZ hours	30min	£0.50
	1hr	£1.00
	1hr 30min	£1.50
	2hrs	£2.00
	2hr 30min	£2.50
	3hrs	£3.00
	3hr 30min	£3.50
	4hrs	£4.00
Sunday	All day	£0.00

New emission-based charge		
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
£0.42	£3.15	£4.20
£0.49	£3.68	£4.90
£0.56	£4.20	£5.60
£0.00	£0.00	£0.00

**District CPZs, 8-hour max stay bays**  
(in South Norwood, Thornton Heath, Norbury & Purley CPZs)

Tariff	Duration	Existing
--------	----------	----------

New emission-based charge		
Band 1	Band 2	Band 3



Mon – Sat During CPZ hours	30min	£0.30	£0.04	£0.30	£0.40
	1hr	£0.60	£0.08	£0.60	£0.80
	1hr 30min	£0.90	£0.12	£0.90	£1.20
	2hrs	£1.20	£0.16	£1.20	£1.60
	2hr 30min	£1.50	£0.20	£1.50	£2.00
	3hrs	£1.80	£0.24	£1.80	£2.40
	3hr 30min	£2.10	£0.28	£2.10	£2.80
	4hrs	£2.40	£0.32	£2.40	£3.20
	4hr 30min	£2.70	£0.36	£2.70	£3.60
	5hrs	£3.00	£0.40	£3.00	£4.00
	5hr 30min	£3.30	£0.44	£3.30	£4.40
	6hrs	£3.60	£0.48	£3.60	£4.80
	6hr 30min	£3.90	£0.52	£3.90	£5.20
	7hrs	£4.20	£0.56	£4.20	£5.60
	7hr 30min	£4.50	£0.60	£4.50	£6.00
8hrs	£4.80	£0.64	£4.80	£6.40	
Sunday	All day	£0.00	£0.00	£0.00	£0.00

CROYDON COUNCIL  
PROPOSED INTRODUCTION OF EMISSIONS BASED PARKING CHARGES –  
OFF-STREET CAR PARKS

The Croydon (Off Street Parking Places) (No.K91) Traffic Order 20-

1. NOTICE IS HEREBY GIVEN that Croydon Council propose to make Traffic Order under Sections 32, 35, 124 of, and Parts I to IV of Schedule 9 to the Road Traffic Regulation Act, 1984 as amended and all other enabling powers.
2. The general effect of the Order would be to introduce emissions based parking charges in to the Council owned off-street car parks detailed in the Schedule to this Notice.
3. Copies of the proposed Order and all related documents can be inspected until the last day of a period of six weeks beginning with the date on which the Order is made or, as the case may be, the Council decides not to make the Order, between 9am and 4pm on Mondays to Fridays at the Enquiry Counter, "Access Croydon" Facility, Bernard Weatherill House, 8 Mint Walk, Croydon, CR0 1EA.
4. Persons desiring to object to the proposed Order should make a statement in writing of their objection and the grounds thereof on the "Have your say" page at [www.croydon.gov.uk](http://www.croydon.gov.uk). Alternatively write to the Parking Design Section, Place Department, 6th Floor, Zone C, Bernard Weatherill House, 8 Mint Walk, Croydon, CR0 1EA or email [Parking.Design@croydon.gov.uk](mailto:Parking.Design@croydon.gov.uk) quoting the PD/CH/K91 by 22 October 2020.
7. The Order is intended to introduce emissions based parking charges in the Council owned off-street car parks detailed in the Schedule to this Notice. The changes are intended to encourage lower emission vehicles and to help address air quality and public health objectives. They are also intended to improve access to amenities to serve local shoppers and the economies of the district centres.

Dated 01 October 2020

Mike Barton  
Highway Improvement Manager,  
Place Department

**SCHEDULE  
EMISSIONS BASED PARKING CHARGES – OFF-STREET CAR PARKS**

**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		
Tariff	Duration	Existing
Mon – Sat 7am - 6pm	15min	£0.50
	30min	£1.00

New emission-based charge		
Band 1	Band 2	Band 3
£0.07	£0.53	£0.70
£0.14	£1.05	£1.40

Factory Lane, 18 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
Res.Pass*	12 months	£400.00
Motorcycles	All day	£0.00

New emission-based charge		
Band 1	Band 2	Band 3
£0.17	£1.28	£1.70
£0.34	£2.55	£3.40
£0.51	£3.83	£5.10
£0.68	£5.10	£6.80
£0.85	£6.38	£8.50
£1.02	£7.65	£10.20
£1.19	£8.93	£11.90
£1.36	£10.20	£13.60
£0.17	£1.28	£1.70
£0.44	£3.30	£4.40
£53.50	£401.25	£535.00
£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	£700.00
Motorcycles	All day	£0.00

New emission-based charge		
Band 1	Band 2	Band 3
£0.17	£1.28	£1.70
£0.34	£2.55	£3.40
£0.51	£3.83	£5.10
£0.68	£5.10	£6.80
£0.85	£6.38	£8.50
£1.02	£7.65	£10.20
£1.19	£8.93	£11.90
£1.36	£10.20	£13.60
£0.17	£1.28	£1.70
£0.44	£3.30	£4.40
£93.50	£701.25	£935.00
£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 - 9am	1hr	£1.30
	All night	£3.30
Sunday	1hr	£1.30
	All day	£3.30
Season Ticket	12 months	£920.00
Motorcycles	All day	£0.00

New emission-based charge		
Band 1	Band 2	Band 3
£0.17	£1.28	£1.70
£0.34	£2.55	£3.40
£0.51	£3.83	£5.10
£0.68	£5.10	£6.80
£0.85	£6.38	£8.50
£1.02	£7.65	£10.20
£1.19	£8.93	£11.90
£1.36	£10.20	£13.60
£0.17	£1.28	£1.70
£0.44	£3.30	£4.40
£0.17	£1.28	£1.70
£0.44	£3.30	£4.40
£123.00	£922.50	£1,230.00
£0.00	£0.00	£0.00

Wandle Surface Car Park, 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
	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	£920.00
Motorcycles	All day	£0.00

New emission-based charge		
Band 1	Band 2	Band 3
£0.17	£1.28	£1.70
£0.34	£2.55	£3.40
£0.51	£3.83	£5.10
£0.68	£5.10	£6.80
£0.85	£6.38	£8.50
£1.02	£7.65	£10.20
£1.19	£8.93	£11.90
£1.36	£10.20	£13.60
£0.17	£1.28	£1.70
£0.44	£3.30	£4.40
£0.17	£1.28	£1.70
£0.44	£3.30	£4.40
£123.00	£922.50	£1,230.00
£0.00	£0.00	£0.00

West Croydon (Station), 57 spaces		
Tariff	Duration	Existing
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	1hr	£1.30

New emission-based charge		
Band 1	Band 2	Band 3
£0.22	£1.65	£2.20
£0.44	£3.30	£4.40
£0.66	£4.95	£6.60
£0.88	£6.60	£8.80
£1.10	£8.25	£11.00
£1.32	£9.90	£13.20
£1.54	£11.55	£15.40
£1.76	£13.20	£17.60
£0.17	£1.28	£1.70

6pm - 7am	All night	£3.30
Contract	12 months	£850.00
Motorcycles	All day	£0.00

£0.44	£3.30	£4.40
£113.00	£847.50	£1,130.00
£0.00	£0.00	£0.00

### District Centres

Central Parade, New Addington 108 spaces		
Tariff	Duration	Existing
Mon – Sat 7am - 6pm	30min	£0.00
	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 emission-based charge		
Band 1	Band 2	Band 3
£0.00	£0.00	£0.00
£0.09	£0.68	£0.90
£0.18	£1.35	£1.80
£0.27	£2.03	£2.70
£0.36	£2.70	£3.60
£0.45	£3.38	£4.50
£0.54	£4.05	£5.40
£0.63	£4.73	£6.30
£0.00	£0.00	£0.00
£0.00	£0.00	£0.00
£67.00	£502.50	£670.00
£11.00	£82.50	£110.00

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
Resident Pass (evening only)	12 month	£60.00

New emission-based charge		
Band 1	Band 2	Band 3
£0.09	£0.68	£0.90
£0.18	£1.35	£1.80
£0.27	£2.03	£2.70
£0.36	£2.70	£3.60
£0.45	£3.38	£4.50
£0.54	£4.05	£5.40
£0.63	£4.73	£6.30
£0.00	£0.00	£0.00
£0.00	£0.00	£0.00
£8.00	£60.00	£80.00

Croydon Adult Learning and Training (CALAT) Centre Car Park, Chipstead Valley Road, Coulsdon, 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 emission-based charge		
Band 1	Band 2	Band 3
£0.09	£0.68	£0.90
£0.18	£1.35	£1.80
£0.27	£2.03	£2.70
£0.36	£2.70	£3.60
£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 emission-based charge		
Band 1	Band 2	Band 3
£0.09	£0.68	£0.90
£0.18	£1.35	£1.80
£0.27	£2.03	£2.70
£0.36	£2.70	£3.60
£0.45	£3.38	£4.50
£0.54	£4.05	£5.40
£0.63	£4.73	£6.30
£0.00	£0.00	£0.00
£0.00	£0.00	£0.00
£56.00	£420.00	£560.00

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 emission-based charge		
Band 1	Band 2	Band 3
£0.09	£0.68	£0.90
£0.18	£1.35	£1.80
£0.27	£2.03	£2.70
£0.36	£2.70	£3.60
£0.45	£3.38	£4.50
£0.54	£4.05	£5.40
£0.63	£4.73	£6.30
£0.00	£0.00	£0.00
£0.00	£0.00	£0.00
£56.00	£420.00	£560.00

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 emission-based charge		
Band 1	Band 2	Band 3
£0.09	£0.68	£0.90
£0.18	£1.35	£1.80
£0.27	£2.03	£2.70
£0.36	£2.70	£3.60
£0.45	£3.38	£4.50
£0.54	£4.05	£5.40
£0.63	£4.73	£6.30
£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

New emission-based charge		
Band 1	Band 2	Band 3
£0.09	£0.68	£0.90
£0.18	£1.35	£1.80
£0.27	£2.03	£2.70
£0.36	£2.70	£3.60

	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

£0.45	£3.38	£4.50
£0.54	£4.05	£5.40
£0.63	£4.73	£6.30
£0.00	£0.00	£0.00
£0.00	£0.00	£0.00
£8.70	£65.25	£87.00
£24.00	£180.00	£240.00
£80.00	£600.00	£800.00

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

New emission-based charge		
Band 1	Band 2	Band 3
£0.32	£2.40	£3.20
£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 emission-based charge		
Band 1	Band 2	Band 3
£0.09	£0.68	£0.90
£0.18	£1.35	£1.80
£0.27	£2.03	£2.70
£0.36	£2.70	£3.60
£0.45	£3.38	£4.50
£0.54	£4.05	£5.40
£0.63	£4.73	£6.30
£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
Sunday	All day	£0.00
Motorcycles	All day	£0.00
Resident Pass	12 months	£290.00

New emission-based charge		
Band 1	Band 2	Band 3
£0.09	£0.68	£0.90
£0.18	£1.35	£1.80
£0.27	£2.03	£2.70
£0.36	£2.70	£3.60
£0.45	£3.38	£4.50
£0.54	£4.05	£5.40
£0.63	£4.73	£6.30
£0.00	£0.00	£0.00
£0.00	£0.00	£0.00
£38.00	£285.00	£380.00

Waddon Leisure Centre, 32 spaces		
Tariff	Duration	Existing
Mon – Sun 7am - 10pm	1hr	£0.70
	2hrs	£1.40
	3hrs	£2.10
	4hrs	£2.80

New emission-based charge		
Band 1	Band 2	Band 3
£0.09	£0.68	£0.90
£0.18	£1.35	£1.80
£0.27	£2.03	£2.70
£0.36	£2.70	£3.60

	5hrs	£3.50	£0.45	£3.38	£4.50
	6hrs	£4.20	£0.54	£4.05	£5.40
	7hrs	£4.90	£0.63	£4.73	£6.30
	15hrs	£5.60	£0.72	£5.40	£7.20
Motorcycles	All day	£0.00	£0.00	£0.00	£0.00

Station Approach, Sanderstead		
Tariff	Duration	Existing
Mon – Sat 9am - 5pm	30min	£0.00
	1hr	£0.00
	1hr 30min	n/a
	2hrs	n/a
Sunday	All day	£0.00

New emission-based charge		
Band 1	Band 2	Band 3
£0.05	£0.38	£0.50
£0.10	£0.75	£1.00
£0.15	£1.13	£1.50
£0.20	£1.50	£2.00
£0.00	£0.00	£0.00

Drovers Road and Duppas Hill Terrace		
Tariff	Duration	Existing
Mon – Sat 9am - 5pm	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

New emission-based charge		
Band 1	Band 2	Band 3
£0.12	£0.90	£1.20
£0.24	£1.80	£2.40
£0.36	£2.70	£3.60
£0.48	£3.60	£4.80
£0.60	£4.50	£6.00
£0.72	£5.40	£7.20
£0.84	£6.30	£8.40
£0.96	£7.20	£9.60



# 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 and is in its 4<sup>th</sup> review since the project commenced. The present revision has considered the feedback from the traffic order consultation on emission-based parking charges ending 22 October 2020. The document will continue to be reviewed in response to issues identified in future engagements and operational experiences.

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.

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. On 23 September 2019, the General Secretary of United Nations referred to 'climate crisis' that will result in food and water insecurity and being an existential threat.

Excessive emissions from road transport activities are part of the problem. Parking charges are one device for managing car use. The present 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. Engagements

### 2.1. Responses to consultation on traffic order on emission-based parking charges

The consultation followed the statutory procedure of giving Public Notice in the local press and inviting representations to a proposal for changing the parking charges structure. The proposal is to reduce parking charges for electric vehicles by 90%; maintain the existing charges for the 68% of cars with mid-range emissions; and increase charges by 30% for the higher-polluting vehicles. It is not proposed to introduce charges for disabled Blue Badges or to change any other concessionary arrangements.

The template Public Notice and consultation process prescribed in Road Traffic Regulations Act does not provide for asking personal information. The regulation expressly requires that the responses to the consultation be made available for public inspection. Although the representations that are received cannot be apportioned to individual protected groups, the responses do make representations on behalf of groups. The consultation had 626 respondents. Equalities related comments were:

34 respondents (5%): Concern for Blue Badge holders or those with mobility/health conditions who must drive.

3 respondents (<1%): This will prevent elderly people going out. The elderly becomes housebound.

2 respondents (<1%): It is sexist, because lower income households are predominantly single parents and 85% women.

1 respondent (<1%): I have mental health issues and would not be able to travel on some public transport without that impacting on my health.

1 respondent (<1%): The working class and BAME community have suffered enough and this will penalise the poorer within our community.

1 respondent (<1%): Make parking free for parents with young children.

## 2.2. 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.

## 2.3. 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. Considerations

- 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 low-emission car, the following protected characteristics are identified in the Equalities Analysis as 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. Although one respondent to the most recent consultation mentions sexism and one mentions BAME, the comments are made in context of being lower income. Although low income may be the consequence of a protected characteristic, the comments do not apply universally to the groups and low income is in itself is not a protected characteristics. The matter if low income is discussed below. Respondents to the prior engagements 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.

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

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).

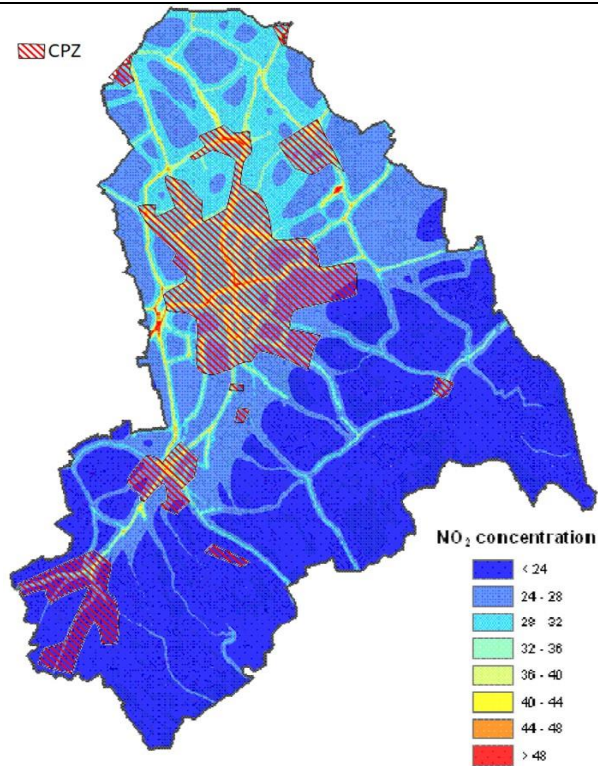


Figure 1 – CPZ P&D areas overlapped with predicted areas of Croydon breaching annual average nitrogen dioxide air quality objective (40µg/m<sup>3</sup>) in 2015.

(source: *Air Quality Action Plan, 2017*)

There is also a disproportionately 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 disproportionately 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 disproportionately higher within the CPZ P&D areas, in particular in the North zones.



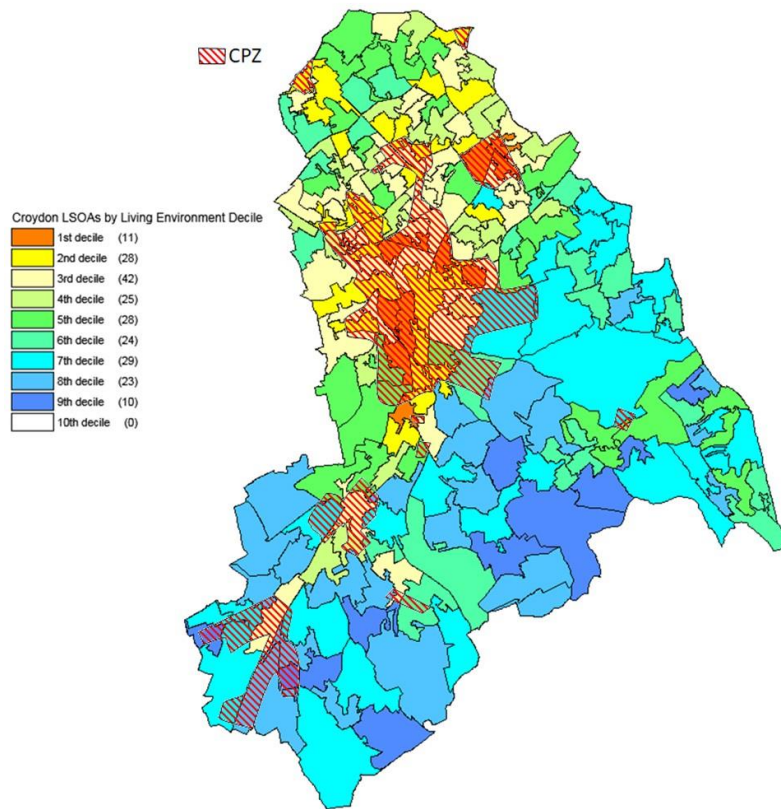


Figure 2 – CPZ P&D areas overlapped with the living environment domain, looking at both the indoor living environment and the outdoor living environment, including air quality.  
(source: [www.croydonobservatory.org](http://www.croydonobservatory.org))

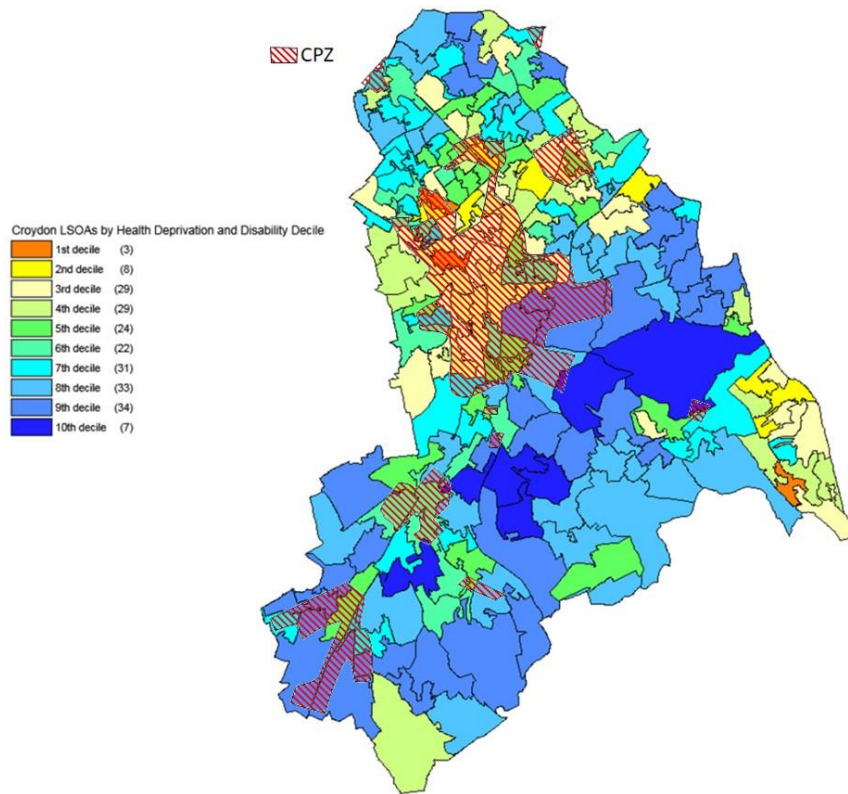


Figure 3 – CPZ P&D areas overlapped with health deprivation and disability, based on the risk of premature death and the impairment of quality of life due to poor mental or physical health.  
(source: [www.croydonobservatory.org](http://www.croydonobservatory.org))

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

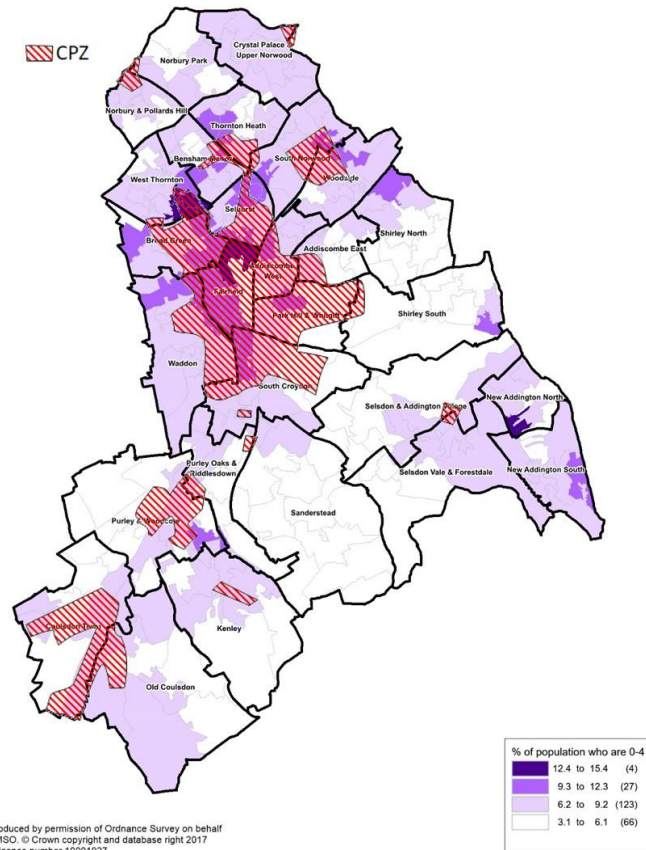


Figure 4 – CPZ P&D areas overlapped with density 0 - 4 year olds.  
(source: [www.croydonobservatory.org](http://www.croydonobservatory.org))

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.

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

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, park for free and are exempt from having to use process of paying for parking charges in public parking places. Blue Badge eligibility extends to all forms of impairment, including physical disability, hidden/mental disability and old age frailty. The Blue Badge is a national scheme that has a regulated process for assessing the eligibility criteria. Considering that the number of Blue Badges issued in Croydon represents 7.3% of all vehicles registered in Croydon, it must be assumed to provide appropriate cover.

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

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.

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.

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, including cars 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 average £4,660 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.

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.

With regards to maternity and children: The proposal does not automatically assume that the transport of children as being essential. 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. Children are vulnerable to air pollution and inactivity. Pollution inside a car in congested traffic tends to be several-fold higher than on the pavement. The Third Local Implementation Plan reflects the Croydon local plan and the London Mayors Transport Strategy, including that all local Councils must help children and parents to use cars less and walk, cycle and use public transport more. Unlike the national disabled Blue Badge scheme, there is no national recognised parking concessions scheme for pregnancy and maternity – nor are we aware of any such local scheme in public parking places anywhere nationally. The Council will monitor any developments in this area.

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.

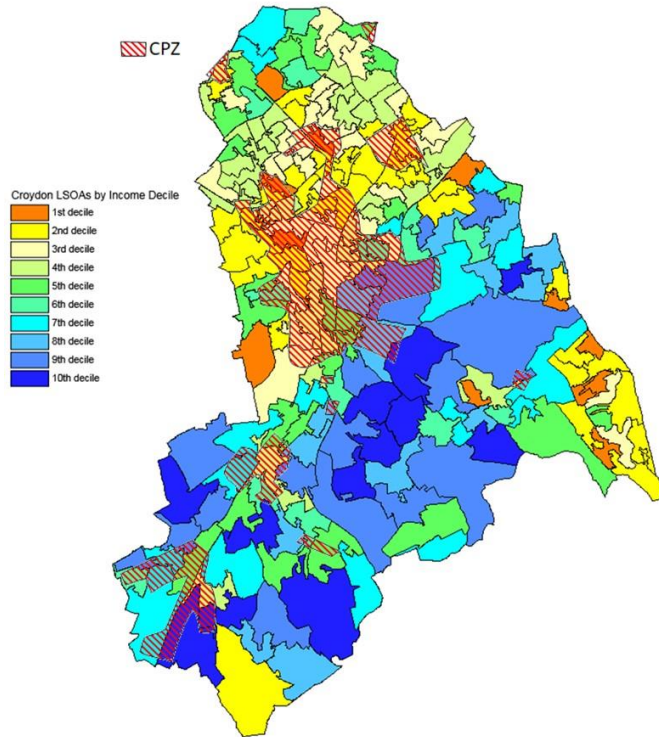


Figure 5 – CPZ P&D areas overlapped with income domain, looking at the proportion of the population who are either out of work or who have low earnings. The orange areas are in the top 10% most deprived areas in the country and together make up 5% of the total areas in the borough. Majority of orange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

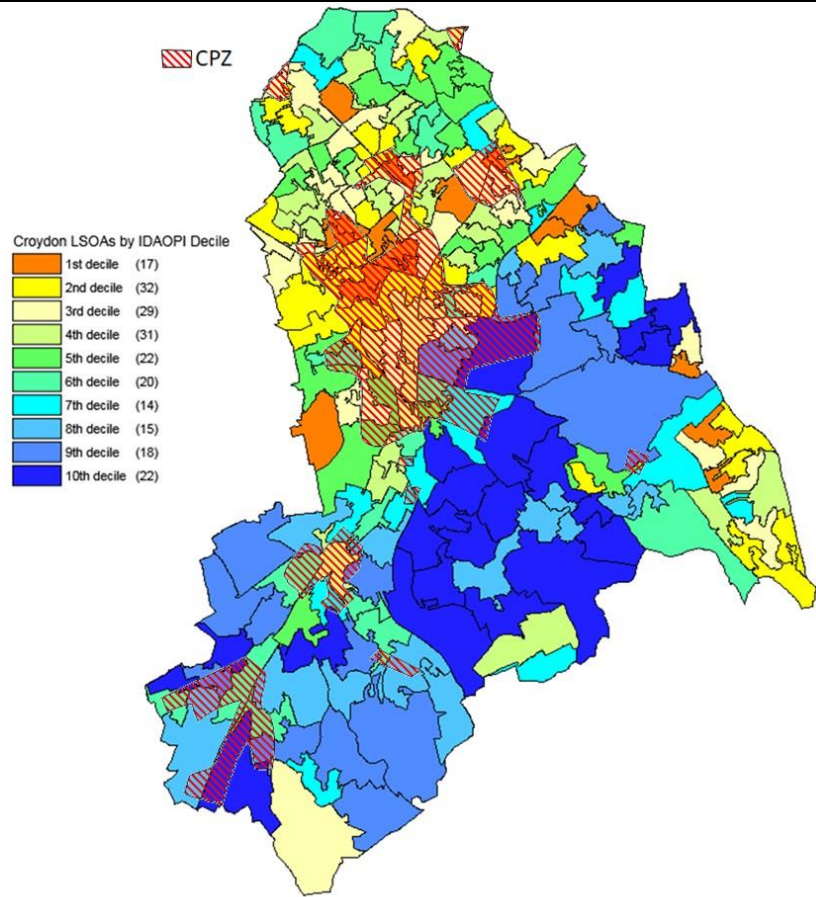
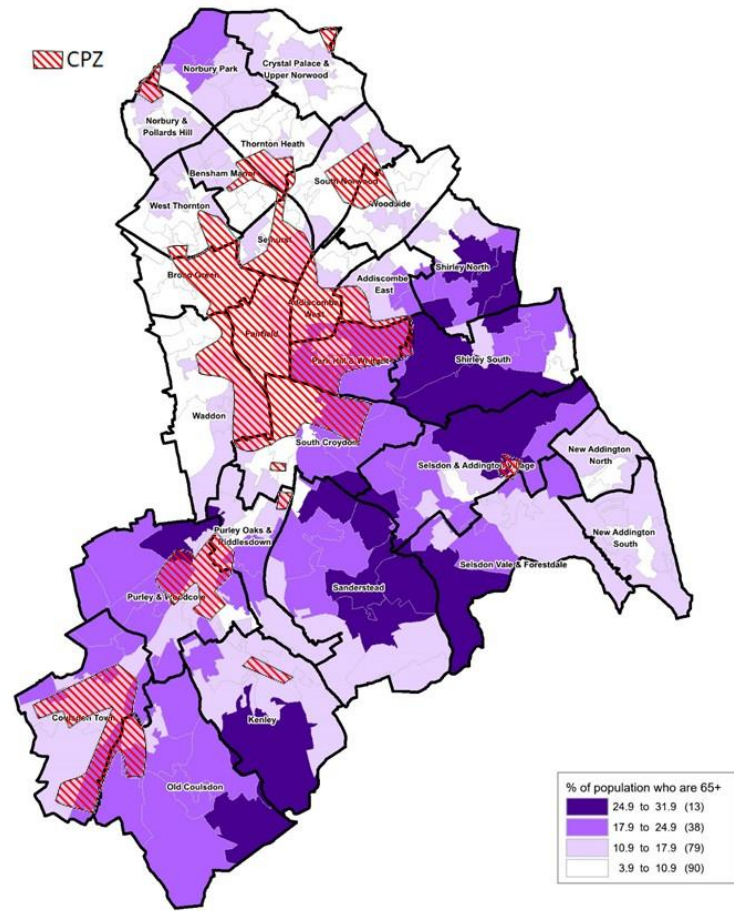


Figure 6 – CPZ P&D areas overlapped with income deprivation amongst the over 60-year olds.  
(source: [www.croydonobservatory.org](http://www.croydonobservatory.org))



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



Reproduced by permission of Ordnance Survey on behalf of HMSO. © Crown copyright and database right 2018. OS Licence number 10001927

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*). 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.

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

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.

### 3.8. **In summary**

- 3.8.1. 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).
- 3.8.2. 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.
- 3.8.3. 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.

- 3.8.4. 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.
- 3.8.5. The many respondents to the emissions-based P&D charges consultation (626), the parking policy engagement (183) and the emission-based parking permit charges consultation (1,149) have not suggested any alternative solutions, which could sufficiently address equality and air quality objectives, without the introduction of a parking charges differential.
- 3.8.6. 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.
- 3.8.7. 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</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 through the national Blue Badge scheme, which is available for age-related impairments.</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>Disabled Persons' Parking Badges Act 2013</p>

	<p>do not have a car or who choose to use public transport.</p> <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.</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>Disabled Persons' Parking Badges Act 2013</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</p>		<p>Air Quality Action Plan 2017-22</p>

	health challenges for all residents and visitors by implementing parking related measures.		
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	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>health challenges for 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>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>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>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>Disabled Persons' Parking Badges Act 2013</p>
<p><b>Important note:</b> 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.</p> <p>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.</p>			

### 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**

<p><b>Column 1</b></p> <p><b>PROTECTED GROUP</b></p>	<p><b>Column 2</b></p> <p><b>LIKELIHOOD OF IMPACT SCORE</b></p> <p>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.</p> <p><b>1 = Unlikely to impact</b>  <b>2 = Likely to impact</b>  <b>3 = Certain to impact</b></p>	<p><b>Column 3</b></p> <p><b>SEVERITY OF IMPACT SCORE</b></p> <p>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.</p> <p><b>1 = Unlikely to impact</b>  <b>2 = Likely to impact</b>  <b>3 = Certain to impact</b></p>	<p><b>Column 4</b></p> <p><b>EQUALITY IMPACT SCORE</b></p> <p>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.</p> <p><b>Equality impact score = likelihood of impact score x severity of impact score.</b></p>
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.

## 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.	Age-related 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 as the Freedom	Parking	Upon adoption of the proposed parking charges

		<p>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>		
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> <p>Additionally, some essential drivers with mobility impairment have access to national Personal Independence Payment (PIP) scheme, which is a benefit that helps with the extra costs of a long-term health condition for people aged 16 to 64.</p>	Parking	Upon adoption of the proposed parking charges

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>Unlike the national disabled Blue Badge scheme, there is no national recognised parking concessions scheme for pregnancy and maternity – nor are we aware of any such local scheme in public parking places anywhere nationally. This would indicate a societal acceptance for the current absence of free parking concessions. The Council will monitor any developments in this area and adopt any emerging standards or best practices that may evolve within the national scene.</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</p>	Parking	Upon adoption of the proposed parking charges
------------------------	---	--	---------	---

		impact due to a reduction in air pollution in a person's health.		
Race	None yet foreseen.	Ongoing monitoring of the national scene in this area, including by maintaining membership of the parking industry body.	Parking	Upon adoption of the proposed parking charges
Sex (gender)	None yet foreseen.	Ongoing monitoring of the national scene in this area, including by maintaining membership of the parking industry body.	Parking	Upon adoption of the proposed parking charges
Gender reassignment	None yet foreseen.	Ongoing monitoring of the national scene in this area, including by maintaining membership of the parking industry body.	Parking	Upon adoption of the proposed parking charges
Sexual orientation	None yet foreseen.	Ongoing monitoring of the national scene in this area, including by maintaining membership of the parking industry body.	Parking	Upon adoption of the proposed parking charges
Religion or belief	None yet foreseen.	Ongoing monitoring of the national scene in this area, including by maintaining membership of the parking industry body.	Parking	Upon adoption of the proposed parking charges
Marriage/civil partnership	None yet foreseen.	Ongoing monitoring of the national scene in this area, including by maintaining membership of the parking industry body.	Parking	Upon adoption of the proposed parking charges

## 6. Decision on the proposed change

Based on the information outlined in this Equality Analysis enter **X** in column 3 (**Conclusion**) alongside the relevant statement to show your conclusion.

Decision	Definition	Conclusion - Mark 'X' below
No major change	<p>No major change to the proposal is deemed necessary. The analysis demonstrates that the policy and proposal is robust. There is no evidence to suggest potential for discrimination or that the Council has missed 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 drivers may have to start paying for parking. These concerns are recognised and mitigated in the proposal and parking 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. The proposal must 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> <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</p>	X

	<p>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>It is considered that the reasons for introducing emissions-based parking charges and a 30p/30min increase outweighs the reasons for not implementing them.</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 assessment has not identified any required adjustments to mitigate unacceptable adverse effects on one or more protected groups that are not justified and can be mitigated. The advantages outweigh the disadvantages and do not lead to unlawful discrimination. This conclusion will be subject to ongoing monitoring of feedback received once the proposal is implemented.</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 assessment has not identified unacceptable adverse effects on one or more protected groups that are not justified and can be mitigated. There is therefore no identified reason for discontinuing the proposed change. The advantages outweigh the disadvantages and do not lead to unlawful discrimination. This conclusion will be subject to ongoing monitoring of feedback received once the proposal is implemented.</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	<p>The assessment has not identified any unlawful discrimination or otherwise unacceptable adverse effects on one or more protected groups that are not justified and cannot be mitigated. There is therefore no identified reason for stopping or amending the proposal.</p>	
<p>Will this decision be considered at a scheduled meeting?</p> <p>The decision will be considered by Executive Director of Place, in consultation with the Cabinet Member for Sustainable Croydon.</p>		<p>Meeting title: Emission-based parking charges</p> <p>Date: November 2020</p>

## 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>
4. Report to Executive Director of Place on the outcome of consultation on emissions-based destination parking charges from 1 January 2021.

## 7. Sign-Off

Officers that must approve this decision		
Equality lead	Name: Yvonne Okiyo Position: Equalities Manager	Date: 05.11.2020
Director	Name: Steve Iles Position: Director of Public Realm, Place	Date: 05.11.2020

**APPENDIX 4**

The 626 responses received to the Public Notice consultation on the Traffic Management Order

ID	Comment or objection	Timestamp
1	I understand you are planning to change the parking arrangements in Croydon. I am happy with the emissions based charges. I am less pleased with the loss of free parking as this will adversely affect local traders. However, I am particularly concerned that the change to mobile phone payments is discriminatory. Many older people don't have mobile phones, and if you have a hearing impairment it is very difficult to use these arrangements (actually it's not that easy even if you can hear well - standing around in the cold and wet trying to read off card numbers, worrying about getting mugged). Cash is much easier for many people. By all means have phone payments as an option, but have cash too otherwise you will be discriminating against certain sectors of the community - which I believe is ILLEGAL.	01/10/2020 16:10
2	I formally object to the new proposed rules for parking in Croydon for the following reasons. 1/The Government emissions for cars does not take effect until 2025-2030, why is this happening now, please say that electric points will be supplied for all parking areas and if co2 is the reason these should be free of charge. 2/ Pay by app will be extremely difficult for a great deal of the population as a great deal do not have smart phones let alone know how to use them. 3/The parking will also incur an administration charge again raising the funds required to park. 4/ The 1 hour free parking allows both for the free flow of traffic as people have to move frequently. 5/ The propositions also will drive the people into the hands of the nationals ie NCP and take cash away from the borough. 6/ Bearing in mind the CO 2 restrictions again can you advise if electric cars will be free! 7/Will there be more free charging points for electric cars in the area. What if not is the incentive for going green!	01/10/2020 17:08
3	For me personally I think this is a positive move as it will hopefully reduce congestion from traffic and improve air quality. I agree that we need to reduce the reliance on cars - some of my neighbours never walk further than their car and drive absolutely everywhere. Particularly in warmer months, we need to find ways to discourage car use when walking and cycling are both pleasant options. In the colder months, better public transport is required. Emission based charges seem to be sensible, but my only concern would relate to income levels. At the moment, the lowest emission cars are typically more expensive, more so looking at full electric. This means that rich drivers will be rewarded with cheap parking whilst the poor are forced on to public transport. I think we need to be careful that we are not just creating a greater divide between the have's (who can continue to use their cars) and the have nots (who will have to walk/cycle/bus). This may just be a fact though	01/10/2020 17:09
4	I am in favour of this scheme. Air pollution is a real issue in Croydon and a present there are too many cars. The council has limited powers to help improve this situation and this is one scheme. no scheme is perfect and there will be winners and losers. As a non car user me and my family have to deal with the negative impacts of air pollution whilst contributing	01/10/2020 17:10



	minimally to it. it's also important to remember that whilst this may impact who cant afford newer cars, the least well off members of society are least likely to own a car but most likely to be impacted negatively by emissions. This scheme is only part of the answer but at least does something.	
5	Slightly positive as there are not many people who choose to park on road in this area. However I would like to see initiatives to encourage people to reduce their emissions. On a personal level, I rarely arrive. I do own a hybrid low emission car, so would not have to pay much more gir parking.	01/10/2020 22:23
6	I believe this will put people off travelling to centres in any car. These centres rely on passing trade and especially when people are scared on travelling on buses. I am surprised the details are taken as I doubt anyone even reads responses to consultations.	02/10/2020 07:47
7	I understand why you are doing it, however there are not any electric car charging points on any of the roads... my partner & I were looking at getting a hybrid car, however we live on a permit parking road in coulsdon and contacted Croydon council to ask if we could pay to put a charging point on our road... you said no. You can't charge people extra for not having an electric car if you don't have anywhere for people to charge them!	02/10/2020 08:23
8	Me and my wife are running [.. Business name ..] in Coulsdon. There is already very difficult to find parking space for us to onload deliveries not even mention our customers. This will kill shops in Coulsdon!	02/10/2020 09:49
9	'Low emission' vehicles still heavily pollute the environment with particulates from tyre and brake friction. I do not agree that drivers of these vehicles should be subsidised with heavy parking discounts as they are still polluting the local area. In addition, electric vehicles take up as much public space as any other vehicle and this scheme will not resolve congestion, traffic and the problems caused by inconsiderate parking. The council should instead remove all parking on pavements and charge by the size of the vehicle with a surcharge for the largest, heaviest vehicles. There is a real problem with dangerous and inconsiderate parking in the area which would be better addressed through enforcement. The council should also provide more cycle parking in both commercial and residential areas to make cycling a viable alternative to driving.	02/10/2020 11:01
10	I have an older vehicle which I can't afford to replace and feel that I am being penalised for this and I'm sure this will affect many people who are struggling to make ends meet, especially during this time.	02/10/2020 11:25
11	Please do not take the 1 hour free parking away from local parade of shops. All shops have had a rough ride during the pandemic but parades of shops which serve local communities depend on people "popping in." Unlike the big shops on Purley way where parking is free little shops are not fighting on a level playing field. This also applies to charity shops, a vital source of charities income, if people have to pay to drop bags off they may well go elsewhere and donate in an area where parking is free. Reduce it to 30 minutes free parking if you must but give these little independent shops a lifeline.	02/10/2020 14:08
12	Charge more for higher emission cars on a fair scheme but do not remove 39 min and hour free parking - these keep town centres alive	02/10/2020 16:44
13	I object to Parking Charges, being introduced to Lower Addiscombe Road. by the Addiscombe Shops, A local " high street" needs all the support it can get to attract shoppers, especially being so supportive of its local community during lockdown. The 30 min free parking is perfect, to attract as many shoppers as possible and to drop of to Charity Shops. Your proposal	02/10/2020 17:46

	will have the opposite. National government want to increase our economy, not shrink it and force more of us online. I hope the free parking in order to support our local shops will be reconsidered urgently.	
14	I support the changes for EVs but not the change to free parking in district centres	02/10/2020 18:16
15	You would be penalising the lower and middle income people as they can afford electric cars. The infrastructure for charging electric cars is not up to standard and won't be in 2021, which will prevent users buying electric cars Some hybrid cars can give of the same if not more omission than some diesel cars. You have pushed people into thinking electric cars are the way forward but batteries life span are not very long enough and disposing of the battery will be costly and not environmentally friendly.	02/10/2020 18:20
16	As a residential parking permit holder already paying an excessive amount to park in my own road that has a shortage of spaces I object to an increase in parking charges.	02/10/2020 18:27
17	I can't afford to buy a car that is post 2015 so IF I took my car into Croydon I would have to pay a high price (not that I do because the parking charges in Croydon are already totally ridiculously high so I get on the bus!!	02/10/2020 18:32
18	I own and drive a vehicle that comes in the higher bracket. I do NOT drive more than necessary but owing to a new health condition I have had to drive or be driven to Purley and CUH sometimes at short notice, something impossible to have done by public transport. I pay the relevant parking fees and from 2021 it will be more expensive. Everything is becoming more expensive and I have no possible way of buying an eco car. This is only one facet and many more people will be adversely affected. I also do not believe charging more for some vehicles to park will have any effect on pollution.	02/10/2020 18:34
19	Object, this will negatively impact the high street.	02/10/2020 18:38
20	Absolutely ridiculous you are trying to gather money into the councils pockets that you have lost though your incompetence. Why should these businesses or members of the public suffer even more than they have due to The corona virus Because of you useless self serving idiots!! Who run the council	02/10/2020 18:39
21	OBJECT Local traders continue to be impacted by COVID, and previously by the complete farce of the time taken to replace the Blackhorse lane bridge. It is all very well 'saving the planet' but if the whole of the trading infrastructure in Addiscombe has gone bankrupt, then there is no value add!! 'The council' should be working to encourage and support local shopping areas, not using 'emmissions' as an excuse to raise funds.	02/10/2020 18:42
22	This is outrageous. It has nothing to do with reducing emissions. It is all about raising money to cover the council's incompetent budgeting. How about cutting the £400.000 payout to the departing chief executive instead? It will obviously impact the small shops which are an important part of the area. People will try to park in the already crowded side streets or use the co-op car park, which is currently free, but I guess would have to start charging to keep spaces available for their customers	02/10/2020 18:42
23	These charges will have a negative affect in the local shops. It will also make shoppers park in the sides roads making it more difficult for residents to find a parking space near their homes.	02/10/2020 18:42

24	The emission based proposal has some merit, but the evidence is that if you remove the free parking, you will kill off whatever is left of local shops. We need to offer people a chance for a quick park and shop - I know that it's not green but killing off local shops simply means that people will drive to supermarkets instead which is worse on two counts. Introduce it only where there is already a charge.	02/10/2020 18:57
25	I object wholeheartedly. This will damage the trade in the shops in Addiscombe. They are on their knees after covid... this will kill many shops off for good	02/10/2020 19:02
26	With businesses already struggling due to the ongoing impact of the coronavirus pandemic, this introduction of parking charges will reduce the footfall on the high street subsequently causing fewer people to visit the area and shops and therefore threatening the livelihoods of many independent businesses. Yes people will be encouraged to walk but that will not happen during autumn, winter and spring when the weather is bad.	02/10/2020 19:03
27	More cars will use the side roads and this will impact residents who struggle to park anyway. I worry about people not shopping in Addiscombe which is very popular.	02/10/2020 19:04
28	The affect it will have on the use of local shop which with the charges for parking. Who will want to find 38p in change to park to get a sandwich? especially as there is less and less cash being used, therefore more difficult to obtain. Even Pound coins are already hard to come by.	02/10/2020 19:16
29	I agree with the general thrust of emission based charges but not the proposal to remove the free 1-hour stay at area shopping areas and to replace them with charged parking for up to 2 hours. I feel this will have a sever detrimental effect on local shops.	02/10/2020 19:17
30	The free parking is essential for the local traders to keep their businesses afloat. It also generates a quick turnover of spaces. The small shops will lose out & the big shops with free car parks will get more trade. The food delivery drivers who collect from the food outlets for home delivery cannot afford to lose 50p every collection, the builders and other vehicle dependent trades won't stop to have breakfast or to pick up a sandwich/coffee if they have to pay. I won't use the local shops as much if I have to find parking on the side streets, I often pop down between meetings to collect, often heavy bits like fruit & veg/things from the butchers & run errands now that I am working from home more, if I have to walk I'll need a full hour clear to get there, shop & get back. The knock on effect to local side streets will be detrimental to their health & free car parks like co-op will be overused by non shoppers again.	02/10/2020 19:20
31	It could encourage me to do ore local shopping and leisure activities that i can walk to It could encourage greater use of public transport by me	02/10/2020 19:22
32	Dropping off bags to the charity shop - especially heavy items - would no longer be free and would require me to take time to obtain the 'ticket' to park, even for the ten minutes it normally takes.	02/10/2020 19:29
33	It will result in people looking to park in our residential roads instead which will be detrimental to us residents and loss of money to the council for parking. People will always look to afford costs!	02/10/2020 19:31
34	another stupid suggestion from idiots on the council. get on with helping council tax payers and shove your planters. can't wait for the elections.	02/10/2020 19:50

35	General idea is good but I would hate to see local businesses lose out; thorough consultation is essential.	02/10/2020 19:59
36	Objection, as it would appear to be a revenue generating scheme.	02/10/2020 20:00
37	As usual this plan will have a negative impact on the poorest members of our community, who are struggling enough with COVID 19 job insecurity.	02/10/2020 20:11
38	I am concerned about removing free 30 or 60 min parking in addiscombe. This area is fighting for its life. Since COVID and the desolation of Croydon town centre. I think the council needs to consider residents who like to shop local but have very heavy bags. We are privileged to have a green grocer butcher etc. If we can't park I will just end up driving to Tesco Sainsbury's etc. Where parking is free. So more traffic congestion as we drive further. We have to weigh up the community and keeping it alive. Croydon town centre is a no go area. As I now shop and DRIVE to Bromley. We do not want another area blighted by take always closed shops. All that happens is people jump In cars and drive further.	02/10/2020 20:16
39	I think it would be a negative to introduce such a scheme as it would increase costs for hard working residents who would be unable to change their vehicle due to cost and therefore be impacted by the revenue generation scheme that croydon council is proposing. Cars are already taxed for how much they pollute centrally by way of road tax. Why are we then introducing this scheme. I also feel that in the light of covid 19 we will be hurting businesses by introducing further costs to access parking to get to our high streets. Its just going to make for more boarded up small businesses that are already suffering reduced foot traffic.	02/10/2020 20:19
40	Well as you have one of the poorest boroughs , how many people can afford a low emissions car?	02/10/2020 20:20
41	Object i have an old car and cannot afford a new car also this is just another cash cow for wasteful croydon council.	02/10/2020 20:25
42	Parked cars have no emissions and therefore all cars should have to pay the same for parking fees.	02/10/2020 20:32
43	I have no choice but to drive to Croydon at times, having an older car would cost more money that frankly I can just about afford anyway.	02/10/2020 20:33
44	Whilst these proposals will have no effect on me personally, I have to say that I have rarely heard anything so stupid. High emission cars only pollute when they are being driven, not when they are parked! Also the 30 mins. free parking is good for business for local shops so should not be scrapped.	02/10/2020 20:39
45	As electric cars are only affordable to the wealthiest of residents this proposal discriminates against the rest of us residents	02/10/2020 20:45
46	There is absolutely no reason why the free 1-hour meters should be replaced by 2-hour meters by the shops in Addiscombe. If this happens, I will no longer be dropping in on the shops in Addiscombe. This is bad for business which is already having a hard time.	02/10/2020 20:52

47	I am in favour of more parking restrictions, but I am not sure if emissions-based is the right way to go. This is encouraging people to upgrade their car when we should be encouraging fewer cars full stop.	02/10/2020 20:57
48	There are sufficient incentives to influence people towards lower emission choices when changing their vehicles and these set quite rightly by elected members of parliament. Parking charges are not an appropriate way to do this as parked cars produce no emissions. This is a despicable attempt to increase revenues at the expense of those who may be fortunate enough to have free choice over how 'greenness' of the vehicle they currently drive.	02/10/2020 20:57
49	What about Blue Badge holders? This may well negatively impact disabled drivers/car owners who are not going to have the funds to purchase less polluting vehicles, particularly when the cost of WAV are so astronomical already. This can't be done without considering the significant impact additional/new charges or reduced parking times would have on those with disabilities.	02/10/2020 21:16
50	I run a classic car. It is exempt from the TFL ULEZ charge as it was constructed in 1960 and is tax and MOT exempt. I would be concerned if the parking charge was at the higher level when parking this car.	02/10/2020 21:25
51	In the past seldom I seldom used my car as I live fairly close to Lower Addiscombe road shops. However, now that I have a leg complaint and am in my seventies I need to use my car especially as the weight of shopping to carry home is heavy, so I like to park the car by the shops. I feel that the present free parking is a good enticement to shop in person rather than shop on line particularly for the more senior in age. The majority of the pollution I feel comes not from cars parking but from passing traffic which tends to be lower in view of traffic lights / the tram. Having to pay a parking fee for using the local shops is another "nail in the coffin" for the high street. THE HIGH COST OF PARKING in central Croydon is said by many to be a disincentive to shoppers. That fact is an indication that the free period should remain as such.	02/10/2020 21:49
52	Croydon needs more shoppers not less coming. This will have a negative impact when working and parking around Croydon. I often work in low income areas which will be adversely affected by these costs. I can't afford an electric car. I can't afford a newer car.	02/10/2020 21:54
53	Whilst not objecting to the principle of emission based charges I object to the removal of the half hour free parking, for instance in Addiscombe shopping area. I believe that this will either impact adversely on local traders or cause diversion of parking onto local residential streets or both. Most importantly, it is likely to encourage longer car journeys (with increased air pollution) to supermarket free car park at the expense of our precious local traders - surely we do not want to further damage local high streets. I would stress that this does not come from a self interested driver - I do not drive and walk to do my shopping.	02/10/2020 21:56
54	Strongly support. Many keep very old cars with high emissions even though they could change or get rid.	02/10/2020 22:29
55	Terrible idea, adversely and disproportionately impacts the poor. To implement this is the midst of a global pandemic when people are struggling enough for money is not appropriate.	02/10/2020 22:36
56	Many traders around Croydon, particularly small traders, depend on both regular and ad-hoc customers. If drivers have to pay parking charges then it will mean less people will visit these shops or stop to buy ad-hoc requirements. I can not understand why the council is so determined to kill off businesses in the area rather than help them thrive. One just has to	02/10/2020 22:37

	look at the center of Croydon to see the damage done. Other areas are also suffering. Introducing parking charges will make this worse. I have as yet to meet anyone who goes to shops so that they can pay parking charges - quite the reverse people will travel further to avoid parking charges.	
57	I object to the withdrawal of free 30 min parking in high streets because parents with kids or Older folk getting groceries or collecting dry cleaning or collecting parcels from the local post office or dropping off items at the local charity shop or paying the paper bill will not want to pay for parking and go elsewhere. Addiscombe shopkeepers have lost enough trade.	02/10/2020 22:44
58	This council has made this town a virtual ghost town due to its policy against car drivers, The high cost of parking in the town centre and rents has lead to many of the larger stores to either close or leave the town permanently. This town was a once hive of industry and commerce and had been reduced to town centre is little more than a shadow of its former self and this started with increased Car Parking charges long before Covid19. The town centre parking £3.20 a hour and there is hardly any shops worth visiting the streets are full of £ shops, beggars, alcoholics, the poor and destitute, religious fanatics and unsavoury types. To be honest it doesn't matter what the council do on Car parking no one wants to shop here. Croydon's reputation as the town of ridicule as a poor town with no future has been made more evident by the carparking policies of this ruling council	02/10/2020 22:45
59	Will adversely impact business for local businesses	02/10/2020 23:04
60	I believe this would negatively impact lower income households. Those driving older cars produce the more emissions and are already paying for this in congestion charge and road tax etc Those able to afford to buy newer model and electric cars are also benefiting from this financially, I believe it is discriminatory and would negatively impact the already needy in our society. Also the proposed plan would cut charges for newer models and electric cars by 90% meaning the lack is being picked up by others.	02/10/2020 23:08
61	You shouldn't do this until you have made better provision for cyclists and pedestrians. Eg bicycle racks in more areas with cctv covering to deter thieves. Safe cycle routes etc. This policy won't affect me. I'm fit and healthy and not poor. Basically you're going to make life harder for poorer residents and deter people from stopping off at local shops. You don't pay to park at the big supermarkets.	02/10/2020 23:29
62	Negative - can't afford a new car Already have to pay to park outside my own home	02/10/2020 23:29
63	These payment schemes are far too complicated. I consider that parking outside shops in outer districts should be free for 40 minutes or one hour. The shops are already suffering badly from reduced footfall and takings and this proposed parking scheme will make matters even worse. For example, if I am picking up a prescription from my local chemist, I only need about 10mins. Rather than paying 38p, I would go to another chemist where parking is easier and free. Also whilst we are in the midst of a pandemic, buses are only taking a reduced passenger load.	02/10/2020 23:31
64	I hardly use my car but on occasions I park at the local addiscombe shops when I need heavy items. I strongly support our local shops and feel this will harm their business.	02/10/2020 23:32

65	As a pensioner I am less able to carry home shopping and the free parking in Lower Addiscombe Road is important to me	02/10/2020 23:36
66	It is unfair to penalise innocent drivers who have worked tirelessly to maintain their jobs, purchase a vehicle in good faith, to the best of their affordability and who continue to pay for the upkeep of the roads, the community and council expenditure that these unfair taxes fund. Councils maximise the levys aimed at drivers of older vehicles preventing them from being able to swap for newer cleaner fuel vehicles that meet their requirements. Councils should do more to fund swappage schemes to help move communities to greener vehicles and a better environment. When drivers can no longer fund these ridiculous charges who will the council aim for then to pay for developments, dying trade and regeneration. Better use of time and money would be to fix mismanaged Croydon regen project.	02/10/2020 23:36
67	As an electric car driver it will have a positive impact on me, clearly. One of my main issues with recent LTN schemes is that they make no allowance for those of us who have chosen a greener form of transport. For me, the choice to go green needs to be incentivised for people to take it up.	02/10/2020 23:46
68	I object most strongly to these sliding charges. It will further push people into poverty, the low waged keyworkers will be most affected. Find another way to fill your funding gap. This ain't it.	03/10/2020 00:00
69	Support the scheme. Cars with high emissions should be banned entirely as far as I'm concerned. The only concern I'd have is the inevitable inequity i. e. those better off are more likely to have lower emission cars. So my preference would be to deter all driving as much as possible.	03/10/2020 00:12
70	This will damage Coulsdon businesses by eliminating free parking. People will simply go elsewhere. It will encourage longer queues into ALDI and Waitrose having the reverse effect with car engines running.	03/10/2020 06:45
71	I'm against the scheme, it's anti car and penalises the less affluent in society. Drivers are now no longer welcome or required in Croydon. I will no longer shop in Croydon as I've always done so, whether it be by car, train or bike. It's easier now to travel to Bromley where it's a much nicer more welcoming environment.	03/10/2020 07:07
72	I support the scheme objectives, but object to certain elements of the proposals. I support emissions based charges in locations where parking is currently charged for. E.g. car parks in CPZs I object to introducing parking charges, where they do not already exist, e.g. in district centres. This would, I fear, impact trade and hit the disadvantaged (those with mobility problems, can't afford to live near shops & services, etc) hardest. It would also simply push parking into neighbouring residential streets that have no parking controls. In summary, simply introducing parking charges on a single road and not part of a wider Controlled Parking Zone package of measures is going to have unintended consequences.	03/10/2020 07:22
73	I think it's outrageous. People are struggling financially at the moment and to charge those who cannot afford newer cars more to park is obscene. It will simply widen the divide even further. Support people - don't just charge more to those who have less. Shame on the council for suggesting this.	03/10/2020 07:22
74	The present system of free parking for 30 min. Has worked perfectly since introduced in Addiscombe. Shops have benefited hugely in these difficult times as well as our elderly and less physically able residence. This is simply a fund raising exercise buy near bankrupt Croydon Council and nothing to do with enriching the lives of our residence or air quality. I strongly	03/10/2020 07:37

	oppose to your restriction parking plans and believe it will will have a negative effect on our shops and community. [same address as 83]	
75	If you can't afford to change your in light of Covid 19?	03/10/2020 07:55
76	UNTIL THE MAJORITY OF VEHICLES ARE "ELECTRIC" THESE CHANGES WILL JUST BE THE FINAL STEP IN DESTROYING CROYDON 'S HIGH STREETS AND FORCING PEOPLE TO GO TO PLACES LIKE BLUEWATER.	03/10/2020 08:01
77	This proposal seems like more of an effort of revenue generation over anything positive to the residents of Croydon, therefore I object. It will harm our residents who are unable to afford thousands of pounds for a new vehicle, and penalises them with increased parking charges. The government already tax cars based on pollution with Road tax, therefore this proposal is simply ludicrous and I can only see it as an effort to help get Croydon council out of bankruptcy by penalising the residents rather than beneficial to the residents. Lastly with how much damage Covid has done to businesses and our high streets, why would anyone think it would be a good idea to introduce factors to make it more expensive for residents to access the high street or local businesses. These measures will reduce foot traffic and further strangle businesses of vital income.	03/10/2020 08:03
78	I am on Ill health retirement with a low pension. I can not afford a new environmental friendly car. I would love to have one though. Also there is nowhere to charge it near me. I live in a housing association house with a communal car park. There is no charging place here and no plan to build one. I am disabled so driving to a charging place away from home means I would have to leave the house and then sit in the car while it is charging and then drive home again. That would be impossible due to my disability and need for toilet.	03/10/2020 08:05
79	Our local businesses will suffer as people will not want to pay to park for a 10 min trip into a shop.	03/10/2020 08:18
80	My object is that this will directly impact the poor and vulnerable who are less likely to be able to afford the cost.	03/10/2020 08:20
81	Increasing the charging for local parking and more particularly removing the free parking will just reduce the use of local shops. I, and probably many people, don't usually drive to the local shops but if I am passing by in the car I may well stop and shop. If I have to pay, I won't do this and so will buy less locally. I see this as a way for the council to get more money. It will not reduce polution at all.	03/10/2020 08:24
82	No no no more of a kick in the teeth for local shops. Stop this stupid idea. Yet again only available for the mobile phone users	03/10/2020 08:25
83	The local shops will suffer after already having a huge impact from COVID-19. The elderly and disabled need to be able to access the shops Without suffering charges they cannot afford. [same address as 74]	03/10/2020 08:35
84	I think that is a great idea. I would also support more permit / parking controlled streets to reduce the number of cars on residential roads.	03/10/2020 08:37
85	This is going to put more pressure on people at a terrible time. Especially those who are already struggling. I'm sure if everybody could afford a nice eco friendly car they'd buy one. Instead your going to punish them more. Disgraceful.	03/10/2020 08:47



86	I think this has nothing to do with pollution as your causing more pollution all over Croydon with the LTNs, this is just about raising funds to cover financial mismanagement as the will be more increases than decreases.	03/10/2020 08:57
87	All high streets are very vulnerable due to online shopping. Addiscombe is no exception. It is the hub of our community and should be protected. The one hour free parking has encouraged and helped to trade. They have just been through lockdown, which had a very negative affect on them. To introduce now a further disincentive with be a disaster. Without our local shops and cafés the high street would die and our community with it.	03/10/2020 09:01
88	I think this is outrageous. Just another way to take money from people. How do you expect the poorer people who can't afford to by new vehicles with better emissions to now pay more for parking. They have to buy a cheaper older car which will no doubt have higher emissions as that's all they can afford. The people who come up with these stupid proposals are the ones earning the big bucks. No thought paid to people who are struggling to get by	03/10/2020 09:18
89	I am wholeheartedly against these proposals as I own a car that would be classed as high emission. It's a classic car and I love it dearly. I walk when I can, take public transport as much as possible and think about not using the car when not necessary. To be penalised would mean that I would stop shopping locally and supporting our local businesses. I happen to have a slipped disc in my spine which occasionally means I am unable to walk for any distance - I rely on the car at these points. I am unable to afford a newer car and certainly wouldn't be able to have any kind of electric vehicle because the flat I live in would not be able to run a charging point. To be penalised for already trying to do the right thing and for my health and earnings would be wrong move morally for this council to make.	03/10/2020 09:20
90	This scheme will be completely unfair to those who cannot afford to purchase a new hybrid or electric vehicle. I am a teacher, I own a car (06 plate). I live in a flat that I do not own. I have no off street parking. I cannot afford to buy a new hybrid or electric car and I earn more than the average person in Croydon. This scheme would disproportionately affect those on lower incomes. For your information a used Nissan Leaf on average costs £10000 to buy ( <a href="https://theswitch.co.uk/energy/guides/vehicles/hybrid-electric-cars#how-much-does-an-electric-car-cost">https://theswitch.co.uk/energy/guides/vehicles/hybrid-electric-cars#how-much-does-an-electric-car-cost</a> ). Does the council really think that residents will be able to stretch already tight pockets to deal with the boroughs debt?	03/10/2020 09:22
91	I strongly object to the proposal. This is an attack on the poorer residents who cannot afford expensive electric or hybrid vehicles. I can't afford one of these cars & earn above median wage. It will not help the environment, people who cannot buy green vehicles & have no choice but to use their cars (families, disabled, workers) will still use these cars. To table this during covid19 when it's dangerous to use public transport is nothing short of disgraceful. If you care about the environment in the Borough make public transport free!	03/10/2020 09:26
92	I am incredibly passionate about the environment and would highly support measures to reduce the use of vehicles. However, the proposals unfairly burden lower income families. For example, a low income family will likely not change their car very frequently and it was not so many years ago that the UK govt promoted diesel cars. They are also cheaper now as a result and thus it is more likely that a low income family will have a diesel car or one with higher emissions. This introduction of varied parking charges essentially means the upper classes who have the money and means to buy an eco friendly car now benefit also from free parking. I think it would be much better to spend funds on supporting people in our borough to use public transport or change their cars.	03/10/2020 09:41

93	This is just the death knell for the shopping centre in Croydon. No one will bother to come and park if the can just pop to bromley which is a far nicer experience anyway without the added parking charges	03/10/2020 09:42
94	I drive an older, larger car and have no off-street parking - I am punished enough by council tax and the current ridiculous LTNs and cycle infrastructure which I have had to help pay for which I did not want. Also I will no longer drive in Central London due to cost. I feel all of these traffic measures are just designed to force drivers off the road, then, when that is done, start on the other road users.	03/10/2020 09:45
95	Encouraged to buy, and can't afford to replace, a diesel vehicle this will impact financially on me. Also it is bureaucratic and inconvenient to have to guess the parking time one might need, find the cash and pay.	03/10/2020 09:48
96	This is extremely unfair. The wealthier people can afford green cars and people low budget obviously cannot. So increasing low emission charged are obviously going to impact drastically people on low income. I don't understand how the council can spend resources on coming up with such plans when there are more important ways to help morale and people's lifestyles. So many people are stressed about lossing jobs and falling behind on paying rent and essential bills. I have friends who have lost or are about to loss their jobs. They need their vehicles to get to interviews take kids to school food shopping. General surviving activities. Why is the council adding to people stress levels?	03/10/2020 09:56
97	I agree with the walking and the overall scheme aim to improve the air and wellbeing but a pertinent example - should you wish to buy large/heavy products from Addiscombe parade in order to support the local businesses especially during this crisis, a car is very helpful. Public transport from there to Blackhorse Lane - Woodside Green is not brilliant. Also people will be more motivated to go for free parking shops/malls and not support the local businesses while still driving through there.	03/10/2020 10:11
98	I think it will make driving a car more expensive for those who can least afford it. Everyone can't afford to buy a new electric vehicle, do why punish the owner. It is an lazy way of trying to lower emissions whilst taking in more revenue. The town centre is already a ghost town why would you discourage more people from coming with higher car parking charges. All you will find is people will go to Bromley or Westfield.	03/10/2020 10:20
99	I am not always able to shop locally every day so I quite often do a large shop (vegetables, meat and general groceries) once or twice a week. To do this I need the car and do not feel I should have to pay extra to use my local shops.	03/10/2020 10:46
100	The scrapping of 30 minute and 1 hour parking free in the local centre such as Purley will have a detrimental effect on businesses and deter people from shopping locally.	03/10/2020 10:52
101	This will have a negative impact on our local and independent traders, in a time where many are already struggling. Also many elderly people use these shops and parking bays, it is a lifeline for them, and they certainly don't have smart phones. There are so many other areas the council can save money or improve on, like knife crime, gangs, and allowing directors with criminal convictions to open new shops/takeaways.	03/10/2020 11:18
102	I agree with the emissions based parking charges, as long as the charges are not extortionate which I fear they will be. Even before the retail centre collapsed in Croydon town centre, people were driving to Kingston to shop because of the parking charges here. You are killing the golden goose by overcharging drivers as you lose their parking income AND tax from the retailers. I do not agree with replacing the 30 minute free parking in district centres. The retailers in my local centre, Coulsdon, are struggling and have been for years. It makes a huge difference to them. It also means that elderly people	03/10/2020 11:24

	such as myself can drive into Coulsdon and, with the quick turn round of parking spaces, know that we can find a space fairly easily. We rush through our shopping to be in and out within the 30 minutes. If people were paying, presumably it would be by the hour and so they would stay for that length of time. I would ignore Coulsdon and drive to a supermarket and park for free.	
103	Zero emission vehicles should pay zero to park! More EV charge points in prominent parking locations but a system that actually works and not at the silly charging prices they currently are. Non EV's who park in charging bays should have their cars towed. An 80% reductions for hybrid I believe would be fair. Vehicles are a necessity and cannot be removed completely but an incentive to move to EV, cycling if possible and walking is good.	03/10/2020 11:27
104	It seems all these anti-pollution schemes are designed to have the greatest impact on the elderly, infirm and poor. I can't walk far before I have to sit down and I avoid town centres where I have to pay to park. So that, in addition has an effect on trade. I know internet shopping has had an adverse effect on the High Street but you are only compounding it with restrictive parking	03/10/2020 11:36
105	Do you mean putting more / upping the fees on pay and display charge park fees this will cripple all working class low wages who can just afford to pay for a second hand car let alone a pristine 2 year old car / use your common sense you not working for us you out to gain revenue that you loss dragging the poor down and now the workers making them poor Or people who can't just afford and generally can't use public transport eg medical reasons you dragging us down with even more parking charges I know you will say it's to help environment but do you see other countries do it ? Sorry but gone to far now	03/10/2020 12:05
106	Local shops will lose out on passing trade when drivers who may usually stop to purchase simply won't if they have to pay to park. There is also a conflict here whereby you say you are trying to reduce emissions but all you are doing is putting up charges and thereby increasing money coming into the council. Not everyone is able to walk or cycle to the local shops, especially if they can't carry bags home so you are hurting those who are most vulnerable.	03/10/2020 12:07
107	At this time when all business is struggling the introduction of paid parking in Addiscombe will kill our high street. The 15 minute free parking must stay to save our shops.	03/10/2020 12:08
108	This is a hugely overbearing and restrictive measure that will impact on the poorest and most vulnerable in society and should not be introduced	03/10/2020 12:14
109	This will impact heavily on local traders. And will probably contribute to more of these retailers closing down. Vehicles will still pollute the roads as they go further to shop ie along to elmers end.	03/10/2020 12:18
110	Another cash cow for the council.!!! When a car is parked with the engine off there are no emissions. So why get rid of the free 1hour parking.. local shops will be the losers with shoppers going to big supermarkets with loads of free parking.. this will definitely anger the community and put our backs up, and with what's going on in the world at present, not the best time to take money that we need out of our pockets..! Yet another way of recouping money from this pandemic, and to play the green card, Us drivers are an easy target ??	03/10/2020 12:32
111	To allow for such scheme the council should provide free or very cheap and reliable public transport.	03/10/2020 12:41

112	The attempted "nudge" to motivate people to buy newer conformant cars will disproportionately affect poorer households who cannot afford to upgrade in the first place, but then face increased parking charges. This will be a regressive form of taxation.	03/10/2020 12:44
113	I think at the moment, a 'green' car is a luxury as they are expensive. You either have to lease them which means a high monthly cost or buy a brand new car. For a lot of people, a second hand car is the only option so it would create more of a divide between people with a lot of disposable income over those that don't. People can afford those cars, most likely have more money to spend on parking. I think given the financial issues people have faced this year it isn't the right time, as people already get public transport in and around Croydon where possible anyway. I think there are much bigger issues in the Borough than parking. Also, I live in a flat building and we currently have no options for electric cars as we don't have electric near our garage block and it's not a cost that would be signed off from everyone as again, it's a luxury that people can't justify at the moment.	03/10/2020 13:00
114	The impact is less people will visit Croydon from other areas people will simply avoid Croydon and not use our businesses and services in an already declining retail market. I am currently looking for a new property I was initially considering south Norwood Croydon borough. Now I am considering moving out of the borough because of the Permit system and now hearing of this new parking system. It's just getting worse and worse. I currently own a property in east Croydon with a drive and my visitors use the bays. I think people will be less inclined to visit me. I would like to think the air would be cleaner but truth be told I can't imagine this stopping people. There should be a more on the ground consultation with the community, consultation letters sent out to the whole borough with the survey link to provide feedback. Can't think of a positive, I don't believe this will stop people driving	03/10/2020 13:08
115	Sounds like a great idea!	03/10/2020 13:51
116	I would like to register my opposition to this scheme. When I bought my diesel car in 2014, the government encouraged us to purchase diesel as this was a greener option due to the larger particulates in the air that caused less damage to people's lungs in comparison to unleaded! Croydon shopping is already an unpleasant experience due to all the closures and lack of investment in the area- this will further exacerbate the problem and you can certainly count me out of ever visiting your shopping center again. I'll just buy online and have a diesel van deliver it instead!	03/10/2020 13:59
117	Parked cars produce zero emissions by the fact that they are parked. Not everyone is able to buy a newer car but may still need a cheaper car to be able to work, care for relatives with mobility issues etc. Stop this war on the motorists	03/10/2020 14:23
118	I'm concerned that replacing free parking for 30mins, near shops with free parking (Waitrose in Coulsdon or a Purley express South End), will lead to congestion and pollution as driver queue up for a free parking space instead of paying for on street parking. This might also speed up the online sales and closure of shops on the high street. It will discriminate against poor/elderly who still have to drive to shops, while rich/young can switch to online shopping more easily. Hybrid cars should be included as low emissions cars or cars with £0 road tax. Most people don't know their emissions levels and drivers might buy the wrong ticket. How will traffic wardens know the correct ticket has been bought. This will mean more time checking tickets.	03/10/2020 14:41

119	It is essential to keep the 30 mins or one hour free parking in our district shopping areas. If this is removed, many people will stop shopping in these areas, and will instead go to the large supermarkets with free car parks. As a result, many small shops will lose customers, become unviable, and close. These currently thriving shopping streets will become empty, soul-less and abandoned. Please keep these short free parking times on these streets, for the sake of our communities.	03/10/2020 14:44
120	It seems slightly unfair that people should pay different charges based upon the vehicle they drive. The space that is being occupied is the same and so it seems to me that the charge should not be more or less depending on the emissions of the vehicle.	03/10/2020 16:12
121	It makes life difficult/more expensive for those with friends or appointments across the borough where it is much quicker and safer to travel by car. In New Addington I would find free on street parking in surrounding roads and walk to the parade. I have no idea what the emissions on my car are. How will I know what to pay?	03/10/2020 18:32
122	People live close to the shops, my family live above a row of shops. Not being able to park (and pay because I stay longer than 30 minutes) still within a short walk to the flat means I will only be able to see my family for 2 hours. Whereas I pay to pay for 4 plus hours. You'll lose money	03/10/2020 18:35
123	I understand the laudable Green Intentions of the plans, however, it will in effect punish the poorer and less able people who cannot afford smartphones or electric cars. It would be lovely to have an electric car if they were affordable and if there were a sufficient green energy supply which I understand is not yet the case. Using electricity made from burning carbon-based fuels still produces polluting carbon dioxide wherever it is burnt. The priorities should therefore be to increase the amount of electricity produced by green methods - solar, wind, water etc and to make electric cars which are more affordable. These things would do much more to encourage a change to electric cars than making parking difficult. There are still many journeys which are not easy by public transport or which would take too long so cars are still necessary. People who have a lot of eg equipment to carry also need to use cars and be able to park close by. There are already problems where one cannot pay for parking if one does not have a mobile/smartphone & so one cannot park, there should always be some means of payment possible for those without mobile/smartphones, even if it is in one of the nearby shops or prepaid tickets which could be displayed in the window with a clock-card for the time. Elderly people who cannot easily use buses and find it difficult to carry shopping etc will have life made more difficult &/ more expensive & so will become more housebound. If parking is too expensive or difficult local businesses and shops will suffer and times are already difficult enough for them. With the increasing housing & population there will be an ever greater need for more and more affordable & easy parking spaces, not less. If brought in, these changes should be postponed till a post-Covid time when everyone can safely use buses again.	03/10/2020 18:40
124	This sounds like free parking for the well off who can afford more up to date cars that will meet the criteria for cheaper charges. Basically let the poor pay.	03/10/2020 18:41
125	Not everyone can afford to constantly buy new cars, and such, will be currently paying higher VED rate.	03/10/2020 18:42
126	If I have to pay for parking I will no longer use local shops i will use supermarkets with free parking	03/10/2020 18:46

127	As I cant afford to up grade my car it means that when I take my disabled father out for some rest time away from my mum I will get charged more to park. Not happy about this.	03/10/2020 18:55
128	Taking away the free parking will stop people popping to the local shops, therefore killing the high streets	03/10/2020 19:02
129	To target people that can't afford to update their cars isn't fair its always the same the poor pay more	03/10/2020 19:16
130	As usual, this would be picking on the poorest people in the community that cannot afford to upgrade their car. How about you claw some money back by deducting the wages of the fat cats at Croydon council for their fag breaks and all the other times they sit around doing nothing for Croydon instead!	03/10/2020 19:19
131	I don't mind the ending of free parking. The fact a lot of people can't afford a new car at the moment. I don't think it is fair that they are charged more	03/10/2020 19:19
132	I object to this change. It will make more people shop elsewhere if you take away the 30 mins free. Our area needs this free parking time.	03/10/2020 19:23
133	1. Discriminatory and unfair to increase charges on those unable to afford a newer low emission vehicle 2. Unfair on local businesses as I believe this will reduce their footfall - and with COVID they have had a hard enough time recently	03/10/2020 19:23
134	It will have a negative impact on the new addington estate and shopping area, people will shop elsewhere and local shops which are very much needed will be forced to shut	03/10/2020 19:32
135	as a 70 yr old with limited walking ability my car is my life line, Hopfully it will outlast me as i cannot afford another later model on my state pension.	03/10/2020 20:07
136	I think it's a good scheme but needs clarity - people should be able to put in their registration number for the, to know straight away what band the car falls in. This should also apply to off street parking and residential areas where there is no pay and display.	03/10/2020 20:08
137	I object to this, the impact it will have on our high streets would be terrible, the shops struggle enough as it is, you should be encouraging people to come not push them away by upping the parking charges	03/10/2020 20:18
138	This is extremely unfair. Families will be impacted. I can't afford to change my car if it doesn't meet the requirements, especially after this pandemic. This will have a negative impact on the already struggling community.	03/10/2020 20:40
139	Something needs to be done too many cars and stupid parking practices	03/10/2020 20:41
140	Good idea if you can afford a new car. How many residents of Croydon are struggling at the moment with finances. Then this bomb shell. Good timing, NOT	03/10/2020 20:57
141	Some people cant afford a up to date car so I think this be wrong to do	03/10/2020 20:57
142	It will truly effect the local Business and I for one would stop using them And go else we're where I don't have to pay for parking for a few mins to pop in to a shop	03/10/2020 21:00

143	It will have a great affect on the shops as people can't afford to pay for parking everytime they pop to shop. I know it would stop me from going if I had to pay for a quick stop.	03/10/2020 21:19
144	Making signing up for the Mobile Pay app necessary to access emission discounted charges is grossly unfair and discriminatory. There will be many elderly people who have no mobile phone capable of doing so. To remove the free on-road parking facilities in an area such as Coulsdon town centre is discriminatory for those of us who live more than a mile away from our nearest shops, are elderly, or who have limited mobility and would find a 2 mile-round trip on foot difficult. Cycling is not an option up and down steep hills. Until Covid-19 is completely abolished, I would not consider using public transport as the risk of an infected seat or breathing in droplets is too high The upshot would be for me to travel by car to shopping centres outside the Borough, e.g. Wallington or Banstead where we could find free parking, thus depriving the Borough shopping centres of custom.	03/10/2020 21:48
145	My local shops will lose out ,people will go to bigger stores with free parking even for the small items. People don't always have Internet or they might not be able to afford enough Internet to last to use the app and might not be able to.if older or just not good with phones. You are penalising the working class who most of the time like myself and my husband who cannot afford a new economic car even thought we work 3 jobs between us and have three small children. It unfair and we pay enough through taxes let alone paying more because we can't afford a new car in the first place.	03/10/2020 22:13
146	Not everyone is going to have the money to pay for parking that has always been free. I just don't understand why we would need charged parking? It just benefits the government and not society! There has been no problem with the free parking display scheme before.	03/10/2020 22:15
147	This will negatively effect parking around my home, we are one of very few free streets based in Addiscombe. Parkers for the highstreet will begin to park in that street even more so then currently with workers already parking there.	03/10/2020 22:41
148	Those like myself who cannot afford a newer car, are getting penalised with having to pay more.	03/10/2020 22:56
149	Appeal not to change the present arangement and retain free parking for 1 hour. The shopping area in lower Addiscombe Road is an invalable factivity for those who prefer local shops or are not able to travel the distances involved to use supermarkets. Older people in particular value this and the personal service in the shops. Shops in this area are tailored to that need. [...] The shopping area has now significantly improved and the area has a vibrant feel to it. [...] The arrival a few years back of free 1-hour Diaplay Ticket Parking must have been an element in this transformation. It would be a great pity if a scheme working so well were to be ended, it would be a great disservice to shoppers in particular the elderly. It would be a similar disservice to shop keepers who are investing in the shops on the basis of the scheme continuing. It would risk us losing an efficient shopping centre. A further point is that the nature of those parking is to only need a short stay using well known convenient shops. Parking places are the quickly vacated making room for furhter users. As a result empty bays appear quickly giving maximum use of these bays. It should be added that the area is not well off and a change of parking rules to encourage motorists to change to expensive emission free motors would be ineffectual. On the basis of the above we appeal to you to retain this Free 1-hour Display Ticket Parking scheme. It is working well and is needed by the community.	04/10/2020 00:00

150	This scheme will target and disadvantage the less well off people as they cannot afford to buy the newer cars that have lower or zero emissions. I am a pensioner and cannot afford to buy a new car. Before covid I did mainly use local buses and trams but I am now vulnerable as I am over 70 have diabetes and an autoimmune disease so I need to avoid public transport to safeguard my health. I am not alone this policy will unfairly affect and penalize the older population as well as those struggling to make ends meet who are living on a tight budget and cannot afford to buy a new car especially now that so many people have either lost their jobs or had their work hours reduced due to the corona virus. This policy needs to be shelved or at least postponed until the virus has gone	04/10/2020 00:20
151	This is crazy. A parked car does not produce emissions. You are impacting low income car owners. Also I would bet that most cars that use Croydon's parking facilities come from outside the borough with people visiting friends/family in the area as well as going to the shops.	04/10/2020 02:02
152	Positive	04/10/2020 05:00
153	It's all very well, charging more for the more polluting vehicles to park, but less emission vehicles either hybrid or electric, have a extremely large negative footprint on society, fossil fuels are used to make the electricity to make them run. I believe that the council is proposing to discriminate against the less well off motorists, I fully understand that Croydon council is on its knees financially, but there are other ways of making savings, stop letting leading councillors, give themselves 210% pay rises, and giving humongous golden handshakes and pensions, to retirees.	04/10/2020 06:34
154	It's a pisstake and will affect our shops. It will affect us all in a way that will affect the usage of the shops	04/10/2020 07:09
155	It's ridiculous. It's doesn't support low income houses, working families or elderly. It would all be negative. Expensive parking and expensive cars. It's encouraging people not to drive, but public transport around Croydon is awful. This does not help local shops and businesses as people won't park and won't visit if this in place. It's encouraging people to be non-social and for no one to go out	04/10/2020 07:52
156	Removing free parking will impact on local shops.	04/10/2020 08:40
157	There are a lot of older people who depend on their cars in New Addington and as these tend to be the older cars with higher emissions this would impact on them if they faced higher parking charges, also stopping the fee parking time slots could lead to a loss of income to our local shops not everyone is able to walk or cycle to the shops and leave the car at home	04/10/2020 08:53
158	In general, I agree with the concept of reduced charges for vehicles with lower emissions. However, I have some very serious concerns about the impact this will have on independent businesses in the Crystal Palace triangle, which are already really struggling following Covid-19 closures, and the current traffic issues which is putting people off visiting the area.	04/10/2020 09:04
159	The scheme would unfairly impact the most vulnerable and should be rejected. Those with more disposable income will be in no way inconvenienced if their parking costs more. They may grumble but it is unlikely to change their driving/parking	04/10/2020 09:26



	<p>habits. Some well off people will easily be able to afford electric vehicles. For others who rely on a car for transportation for a variety of reasons but are not financially secure, this will be a huge problem. Public transport and taxis do not work for everyone, and electric vehicles do not work for everyone yet either due to street configuration for charging and the higher initial cost. Whilst the majority of people would agree that a reduction in petrol and diesel transportation is important for the health and well-being of humanity, there are better and more effective ways to do this by enabling the purchase of electric vehicles rather than penalising those for whom a change is not otherwise possible. Please think again.</p>	
160	<p>Now with the virus people are shopping closer to home, if you up the parking charges we will go elsewhere and our shops will suffer. Why should I pay to park down the road when I can park elsewhere for free. Not everyone can walk or cycle, some of us have joint and disability problems we can't cycle or walk far but we can drive. I think the council are skint and you just want to make more money out of the poor and vulnerable.</p>	04/10/2020 10:20
161	<p>We are in a deprived area, we cannot afford to update to a greener car. So popping to local shops or market will cost us.</p>	04/10/2020 11:03
162	<p>We wish to object to the proposal to replace the one-hour free parking in certain shopping areas by chargeable parking up to 2 hours. We are regular users of the system and find that it has achieved the object set out in paragraph 3.1.7 of the report dated 9 September 2020. It is well known that individual small shops have great difficulty in surviving and our local businesses have done a wonderful job in adapting and serving us in the current crisis. It would be quite wrong at this time to do anything which might be a deterrent to using them - a poor reward for all that they have done in the past six months. We do not recognise the problems cited in 3.1.11 of the report. The one hour limit seems to provide sufficient time for local shopping and at the same time keeps the spaces open. A two hour limit will result in less availability of spaces, not more as is claimed in your publicity for the subject. At the moment it is rare to go to the Lower Addiscombe Road and not be able to find a place.</p> <p>You claim in the paper that most local shopping is done by people going on foot. We would question this. What evidence is there for it? Certainly the catchment for our local shopping area, i.e. the Lower Addiscombe Road, is much wider than can be reached on foot, bearing in mind that after shopping one will be have a load to carry.</p> <p>Have local businesses been consulted about this proposal? There is scant evidence of this in the paper and it is the impact on the businesses that should have prime consideration.</p>	04/10/2020 11:56
163	<p>I cannot afford to buy a new car as I am unemployed. How do I get the reduced rate if I cannot afford the thousands it costs to get a new or newer second hand car when I only get £110 a week to live on? Also my local shops are a 15 minute walk away, if I walk how do I carry my weekly shop home with me? As the free parking will go I feel the traders on the lower Addiscombe road will lose customers as it is free to park in the big supermarkets. I avoid them as I like to shop local and support my local independent traders which you are effectively stopping me from doing.</p>	04/10/2020 12:02
164	<p>I worry that any parking restrictions on the Lower Addiscombe Road shops will have a very negative effect. All retail is struggling and even more so with Covid 19 so I do feel this is not the time for any unhelpful actions on the 'High Street'. I have always thought even having the parking machines and bays has a negative reaction for shoppers just wanting to pop</p>	04/10/2020 12:06

	in quickly for an item or two but then have to search for a machine, find reading glasses etc. All extra pressure to drive people to shop on line for the easy solution.	
165	I fully support any schemes to reduce traffic, parking, speeding, and pollution. I am concerned about climate change and the health impacts of pollution. I have a young child so anything that makes the air cleaner and the streets safer for them is something I can support.	04/10/2020 12:50
166	I strongly object to paying for parking would mean me Not shopping there !!!! as normal bills has gone up high enough already cannot afford another fee just to do shopping !!!! It does not reduce pollution it just makes people pay more to the do their shopping !!! If you was worried about congestion & pollution you would remove those plant pots and stop traffic building up on Main Road what causes more pollution when traffic is at a standstill and also remove those bike Lane poles as it's dangerous for the bikers and the drivers ,ambulances & outhur emergency service also delivery services ,cannot get through due to traffic caused by the plant pot and a bike lane poles !!!!!	04/10/2020 13:29
167	Objection - Introducing higher parking charges will not reduce pollution in the atmosphere. The only way to combat pollution is to have electric cars or the vehicles using hydrogen fuel, which at present every one cannot afford. Before jumping to the idea of reducing the pollution we should wait and follow Government's announcement when all the vehicles will be pollution free after certain years.	04/10/2020 13:36
168	I currently choose to pay a bit more and support my local shops. However, if I have to pay for parking on top of the more expensive purchases - I would then be forced to go a bit further to Tesco mega-store where parking is free, there is more choice at cheaper prices. Already the local shops are struggling and competition is fierce - with the introduction of parking charges less people will support the local / smaller shops and will close. Look at the Purley high street where everyone is going to Tesco Mega-store and not many shops survive for long. It would be very very sad if that happened to Addiscomb.	04/10/2020 14:01
169	Another ridiculous money making scheme from Croydon. Just leave your residents alone. Removing the free 30 minutes is stupid, especially using the excuse of encouraging residents to walk or cycle to shops. People don't want to walk or cycle when they will have to carry shopping home. -doppelgänger want to use their cars.	04/10/2020 14:09
170	If the objective is to reduce car usage, then the current free parking bays which were to assist small shops, should be made no parking bays. The proposed charges will not deter car usage.	04/10/2020 14:50
171	I think this will have a very negative effect for local traders who have already suffered from the blackhorse bridge problems. Its all very well to say encourage people to walk or cycle but there lots who cannot and rely on their car. I personally can't walk far and certainly can't cycle. This area is gradually getting strangled with parking restrictions and to use the emission excuse is unacceptable. The council is strapped for cash and I believe this is just another ruse to rake some in.	04/10/2020 15:49
172	The poorest members of our community will once again be hit hardest	04/10/2020 17:16
173	What are you going to do for disabled badge holders. You are removing parking spaces and making it more difficult for us to park. I saw the electric car charge points up the parade taking out 2 parking bays and people without blue badges were parking in the disabled parking space! Discrimination seems to be Croydon councils way of working. All because you spent the money and are desperate to get some back.	04/10/2020 17:23

174	In general, the scheme seems positive as far as it goes. My main concern is that traffic passing through the borough is polluting far more than appreciated or mentioned in the report. If the emphasis is on reducing air pollution then this stream of traffic needs to be urgently addressed in its own right. If the focus is simply on parking as opposed to pollution reduction then it is simply a revenue making exercise. Regarding all payments being made for parking by phone - this is extremely discriminatory. Not everyone has or wants to use a device (given their addictive qualities they are now a major health concern). The council should not discriminate and accept whatever payment is offered by the person wishing to use the bay. Due to my mobile phone, I could not park my car so in effect, the council is refusing to allow me to abide by the law.	04/10/2020 17:39
175	none really apart from those who can afford larger and gas burning cars don't care, so I don't think it would make any difference. i I have a neighbour who selfishly parks 3 cars in front of his house in a 3 bed semi and rarely uses one of them. These are the selfish ones	04/10/2020 17:44
176	Removal of 1 hour fee parking at certain location, ie Sanderstead station woul be very detrimental to th e local shops. Alos changing system to phone based charging would be detrimental to those wishing to use cash or dont have a smartphone.	04/10/2020 17:48
177	If you're attempting to encourage people to walk to their local shops, instead of driving - which you should also be considering hidden disabilities and not everyone knows they're eligible for a blue badge. Then motorists shouldn't be penalised further for choosing to drive and having an older car. If a charge is to be applied - then it should a standard approach across the board, 1 price rang across the allotted time.	04/10/2020 18:26
178	This is vastly unfair and penalises those who can only afford to run older cars, businesses and large families who cannot use low emission vehicles. Those who can afford the newer, better vehicles can probably easily afford to pay a parking charge. This charge would mean that I no longer use local shops as it's cheaper to order from amazon. I have a large vehicle as we are a family of ten. Money is tight and as far as I know there are no ule vehicles that would cater for us. And if there are, I doubt that we can afford them	04/10/2020 18:42
179	Disaster for local shops do not do it	04/10/2020 19:43
180	I am opposed to the 30mins free being changed it is helpful to have this in place. I am not there as long as 2 hours. People are struggling as it is with Covid etc please do not take more from the little we have.	04/10/2020 20:02
181	1. Some cars are large because they are 7 or 8 seats and take up less road space and are more economical than two smaller cars if enough people are carried. The rate per emissions should be different for 2 or 4/5 or 7/8 adult-seat cars, or for commercial vehicles. 2. What happens if your phone is out of charge or there is no signal? Vodafone has no signal in Croham ward. Or old people who don't have phones. 3. Cars with registered keepers in Croydon should have free parking in non-central areas at off-peak times, to discourage them off the roads in rush hours	04/10/2020 20:36
182	I would like to object dispute owning and electric car. There are people who due to injury or age cannot rely on public transport or ride a bike will be unfairly effected. Not all injuries qualify for a disability badge as the injuries are not permanent. Elderly people rely on their car because carrying heavy shopping on public transport is impossible.	04/10/2020 21:04
183	Sounds fair and hopefully will encourage people to walk more.	04/10/2020 22:28

184	I am writing to let you know that I object to this proposal. Croydon businesses need all the help it can if they are to prosper but this will kill all hope for them . It is already difficult enough as it is. Please stop this madness. Have you not already done enough to destroy our town?	04/10/2020 23:22
185	your just trying to get more money out of people who drive	05/10/2020 00:57
186	Parking should be the same for all vehicles regardless of the emissions they give out. There is already the ULEZ charge in central London, Croydon does not need to double-up on this money making scheme. The people who will be mostly affected by this will be people who enjoy driving older cars or cannot afford a new car.	05/10/2020 08:18
187	I have a low emission car but I think making people who have old cars pay more for parking will affect the retail industry. There are so many shops that have closed down in the Croydon high street either due to the promise of a Westfield redevelopment or purely Covid 19, that we do not need rise in parking charges to deter customers from coming to Croydon to shop. The central Croydon parking charges are already high compared to Bromley etc so I for one would definitely be put off from shopping in Croydon	05/10/2020 08:29
188	will punish people who cannot afford to buy newer cars	05/10/2020 09:59
189	This is an unfair scheme in that only the rich can afford new cars or new electric cars, no one willingly wants an old, low performance vehicle. The wealthy will get reduced parking rates, while those struggling must pay the premiums on a regular basis. Increasing the divide between rich and poor. I would love to change my car and get an electric one, and would have done so years ago to reap the benefits if I could have afforded it. But unfortunately I cannot. I accept that there are a lot of people that have extra cars in their families. Charge extra for drivers who have more than one car registered in their name. It is wrong to charge people for their daily living by charging them extra at parking meters!	05/10/2020 11:01
190	This proposal is unfair on those who are already struggling financially, especially with the current pandemic. The less people public Transport the better, and public transport is not always practical for many people . Families cannot get everyone to where they need to be at the right time - with school time being staggered this has become even more unsuitable. If you are a working parent a car is often the only way to drop/pick kids and get to work . It's one thing reducing the cost for greener cars but if you are driving an older car /less green car it is usually as you are financially unable to afford anything else. If it were possible most people would happily move to electric/hybrid cars, however these cars are simply not within reach . As usual the rich get richer and the poor pay the higher costs to make up for it. Instead schemes to offer interest free loans/grants/tax free cars on means tested families would help to wean out the old cars. Stop punishing the poor. This is not a solutions. People can afford expensive electric cars will pay less and poor who can't offers a electric car, will pay more.	05/10/2020 11:23
191	I live in Croydon and used to go into the center of town regularly to carry out our shopping - food clothes etc as there was a good choice. For a while now we have not been going into Croydon - pre Covid. The reasons for this are the parking charges which are very high and it is also difficult to find parking. Another factor is the myriad of parking rules. There are just too many and its very confusing trying to work out how much one has to pay and when. A simple mistake can end up costing £60 or more. A while ago I misread a parking sign and ended up paying more for the fine than the meal I had.	05/10/2020 12:26

	Adding yet another layer of complexity means that it will be even more complex to understand what we pay and when. I would prefer to buy an electric car for all my needs but they are not affordable, especially if we need to travel for work. When we do go into Croydon Town Center we have found that it has been run down especially compared to places like Bromley, Crawley, Epsom and Kingston!	
192	I am registering my objection to the parking charges which I think are excessive especially when you are elderly and cannot take public transport. The hour free parking is far better for the public.	05/10/2020 12:30
193	I am nearly 80 years old and there are times when I need to use my car for shopping in Lower Addiscombe Road as I am unable to carry heavy shopping. As usual when this council considers car use it forgets that there are many residents in Croydon that are unable to walk or cycle for many reasons and therefore rely on a car. Parking charges will inevitably affect the shops which need our support more than ever.	05/10/2020 12:31
194	I cannot afford to buy a cleaner car. This will just affect less well off members of society I cannot walk to the local shops due to severe arthritis and cannot cycle for the same reason. I cannot carry shopping to and from a bus stop. There must be lots of other people in similar situations.	05/10/2020 12:33
195	<b>STRONG OBJECTION.</b> You already get taxed and congestion charged and god knows what else, according to the choice of vehicle you must be driving to get by, which yes, includes diesels, which is the type of engine the Government has been eagerly promoting. The Council's proposal is therefore not reasonable. A parking space is a parking space, democratically available to any car on the same condition. Also, the execution of this would be a nightmare - how in the world would, respectfully, the council's parking attendants know what engine each car has. Checking payments must be time-consuming already with printed tickets and online payments for every car. Now this would multiply complexity, which will extend time spent per car, which will obviously lead to Council hiring more attendants - for my tax money of course. Please pay for fixing the roads instead. And to think I'm already paying for this, by means of sponsoring civil servants wasting their time on this proposal, is astounding.	05/10/2020 13:17
196	1. will prejudice elderly who need to access local shops by car and cannot afford to buy electric cars 2. will have negative impact on local shops, pushing more to large supermarkets 3. ploughing on regardless of detrimental impact of Covid on small local businesses will destroy local shopping even sooner 4. electric cars are not yet reasonably priced so this benefits the rich 5. Croydon as a shopping centre is already on its knees so why promote travel to Bluewater for shopping with its free parking 6 Where is the charging infrastructure in these places for electric vehicles 7 CO2 emissions are greatly increased through increased levels of production and destruction of motor vehicles does this even achieve the stated aim 8. have all buses and Council Vehicles now been 'greened', these after all produce the greatest level of pollution 9. is this a measure largely targeted at the south of the borough again where housing densities are being massively increased - with CO2 impact!	05/10/2020 13:49
197	I work in [.. Business ..] in Coulsdon which relies heavily on your free parking which a lot of our clients use. Not all our clients are locals therefore wouldn't use buses. Would be stupid and ridiculous to remove the free parking	05/10/2020 13:55
198	I have a almost 14 year old car in perfect condition that passes the emission standard on the MOT each year because I spend money to keep it up to the standard that society has laid down. I am 88 years old and do little mileage now but need	05/10/2020 13:57

	the car as I have mobility problems to go visit local shops where there is council parking. Clearly I will be subject to the highest rate of parking charge. I obviously would like an electric car but at 88 it cannot be sensible to buy one even if I could afford to do so which I cannot. I live on my own and my car is a lifeline to my continuing independence. [from separate entry] As an 88 year old with OAP on pension with mobility problems, but still a competent driver and with an 13 year old car in tip-top condition these new parking charges emission based are discriminatory on me and like OAPs like me. I live on my own and would not be able to get my own shopping, medical supplies and attend osteopaths, podiatrists and other support services without which I cannot otherwise than by driving have access. I can hardly be expected to buy a more eco-friendly car at age 88 as in due course I will by the passage of time have to give up driving and go into a care home.	
199	This charge will be damaging to local businesses. We rely on this parking when we nip into town to get takeouts, etc. With Covid we are avoid buses. We live at the top of a big hill, so wouldn't but Waitrose shopping etc and carry it back.	05/10/2020 14:03
200	If this means that free parking for an hour is going then you are discouraging people from using the local shops- why? We need local people to use the shops!	05/10/2020 14:11
201	It's got good intentions but in reality it could well force the casual shopper to other centres, like Caterham or Wallington as they won't want to add to their shopping bill. The current 1 hour free for short trips seems to work best.	05/10/2020 14:28
202	The removal of a period of free parking will deter me and others from visiting Coulsdon and further the decline in footfall and the consequent degradation in the availability of shops. If one or two more shops close or become charity shops the whole place will go into decline. The alternatives are Banstead and Caterham which both offer free parking. The existing free period should be maintained with an additional "No return with 2 Hours" rule.	05/10/2020 14:48
203	I do not see any need to change the existing system. Removing short term free parking will deter people from visiting the adjacent shopping parades leading to unwelcome reduction in custom for these shops. Many elderly people rely on these local shops and their cars to provide access. Introduction of parking charges will encourage car drivers to seek parking in adjacent residential roads leading to further congestion and emissions in these roads. Many older people still have very simple mobile phones and find using phone apps confusing and difficult, Having to find the small amount of cash to pay will both lead to hardship for these people. Many people will be deterred from using this on-street parking and will drive further to places where free parking is available. I don't see how these changes will benefit anyone.	05/10/2020 14:56
204	I think it will discourage people even more from using local shops. E.g. in Purley people will just go to Tesco only where parking is free. As car parking machines don't usually give change, the new price values e.g. 17p or 38p are mad. No one carries change like that now. They need to be adjusted to the nearest round number e.g. 20p or 40p. The cash option is also essential as not everyone has a card they can use.	05/10/2020 15:48
205	Without the half hour to 1 hr free parking I will probably wait and just get what I need on my weekly shop at the supermarket.	05/10/2020 17:32
206	This will only cause confusion with various charge. The short free parking hour near local shops should be retained - increasing the stay to two hours would severely impact many local businesses. These are the very businesses that have been the lifeblood during the COVIC-19 pandemic and they cannot afford to lose customers because of a lack of short stay	05/10/2020 17:58

	free parking. Many people 'pop' into these businesses on their way elsewhere so the the affect on car journeys would be negligible.	
207	Getting rid of free parking for Coulsdon High Street will lead to less people visiting. The high street will decline.	05/10/2020 18:10
208	I object to the loss of any free parking in Coulsdon. The effect this will have on the high street shops which are clearly struggling any Way. Parking is already difficult in Coulsdon which puts shoppers off in general let alone having to pay for the privilege. This Will be counter productive & I will choose to shop in surrounding areas where I can park for free - namely Banstead & Reigate.	05/10/2020 18:26
209	I object to this scheme, It seems to create more red tape and aggravation for drivers. this has nothing to do with pollution and more to do with getting more revenue from wherever they can. Pollution is created by the extensive over built of flats all around Croydon and the implication of such developments, Slamming large amount of people in the same area. Assuming that people who live in flats do not have cars or visitors with cars... All so wrongly planned without taking any consideration of people´s views, So we have little faith in this council as it will approve anything they want irrespective if they receive a great number of objections. So much for democracy, but all ends eventually...	05/10/2020 18:35
210	I am against this change ...charge. local business are already struggling. I don't feel we need additional charges in rural areas ... a free short period helps these local businesses	05/10/2020 18:43
211	Negative impact on people with children popping to high street for pharmacy or small shop, banking etc. This will kill the high street and drive people to use big supermarkets. Many old people are on lower incomes and this will just exacerbate the cost of living in Croydon, 5% increase on council tax isn't enough to fill the coffers of the council. Disgusting proposal especially if travelling on public transport still risks covid infection in January and at least during spring 2021	05/10/2020 18:50
212	Coulsdon has quite a few family run businesses that could potentially lose out on trade if this is introduced. There was a situation when the hours free parking was revoked and reduced to 30mins, which was quickly changed back to 1 hours free parking as it didn't work. Less people will want to use the smaller shops in Coulsdon. I have heard from many residents who agree this is a money making scheme that impacts those smaller businesses. These businesses have suffered during the covid crisis and now potentially could be again if these charges are introduced.	05/10/2020 18:57
213	You have a statutory duty to consider the implications of your proposals for old people under Age Discrimination laws. As an older person I frequently use the free short duration spaces and charginges like this would greatly increase my costs and that of others like me. Nowhere in your propsals does it make any assessment of this kind. Your ideas on cost show only £.3.5k. You are moving from a simple system to a multiple choice system and this must have cost implactions on the provision of data. These have not been mentioned. This looks like a revenue raising exercise couched as an environmental plan. I personally doubt it will have any impact on traffic but will just increase your income	05/10/2020 19:15
214	Removal of free 1 hour parking will materially affect local business trade. To avoid charges people are likely to resort to buses. This cannot currently be considered a safe option. Most local shopping expeditions do not require over 1 hour parking. This proposed move will drive shoppers to superstores where parking is free. The whole idea stinks of a revenue drive. Look at Banstead. Free and plentiful on-street parking and a thriving shopping area.	05/10/2020 19:22

215	I think it's ridiculous that we will have to pay to park for less than an hour when popping into the shops to get the basics such as bread and milk. It's claimed the proposed charges will reduce the amount of vehicles/emissions, but there will still be quees to get a parking place as there is currently - exactly the same as in other areas where the scheme as been implemented (Croydon central) It's just a guise to generate more revenue for the council coffers whilst having no effect on the amount of traffic & therefore emissions, because I'm willing to bet my bottom dollar there will STILL as many people driving in to get their shopping (including myself) except now we'll have to pay for the 'privilege' of doing so.	05/10/2020 19:35
216	I disagree with the 'parking charge' proposal, changing the charges will have a detrimental effect on local small businesses. Why for example would I want to pay to pay to park in Purley ( where it is currently free to park for 1hr) and shop at the independent florist, stationery shop, or dry cleaner when I could park for free in the Tescos carpark and rather than having to walk past Tescos to go to the small independent shops, just go straight into Tescos and buy flowers , stationery etc or drop of dry cleaning at Timpsons ( both large chains).	05/10/2020 19:46
217	I live in a hilly area of Coulsdon with 2 kids less than 3 years. It's not possible to walk up the hill with shopping and kids. Also, considering the govt wants to promote local businesses, this will force us to take our cars and go to places like Big Tesco/Sainsbury's and the like. We'll have no reason go to local stores if we can't have 1 hour free parking.	05/10/2020 20:05
218	I live in Hooley and I can only get to Coulsdon by car. I regularly shop in the centre and benefit from free 30 min parking on regular basis. Introduction of parking fees will disable me from my regular shopping. I can't get to Coulsdon on a bus. Free parking encourages locals to visit the high st and support small businesses. Once we need to pay for parking the businesses will suffer as people as myself who can't walk or cycle to Coulsdon won't visit as frequently.	05/10/2020 20:11
219	Please improve parking in front of small shops and don't takeaway 1 hour free parking. Small matters, so please look after them.	05/10/2020 21:28
220	This is the worse thing I have ever heard. It's already practically impossible to find parking and to drive in London and now you want to make it even harder. Please give up this agenda. Those who want to walk and cycle already do	05/10/2020 21:38
221	It's unfair to poorer residents who can't afford newer cars I would desert Coulsdon to shop , I would shop in Caterham or Wallington as both areas are less hostile to cars	05/10/2020 21:49
222	Another money making scheme by Croydon Council.Coulsdon shops suffer from no free parking.	05/10/2020 21:49
223	The removal of the current 1hr free parking will have a disproportionate affect on the viability of business in local shopping areas. To state the obvious, Coulsdon town centre requires traffic to bring shoppers into it. Most of the shoppers within Coulsdon are in effect 'popping in' to stock up on specifics. Very few browse and convenience is key. Removal of the 1hr parking will drastically reduce the number of people who use Coulsdon and will take their trade elsewhere thus putting even more pressure on these businesses in what is an already declining market. Unintended consequences of this will also include 1) reduction in income from other council revenues such as business rates as shops become unviable and close and; 2) extra traffic congestion as those travelling in cars compete and wait for limited free spaces in the supermarket parking facilities. Also, it makes no sense to charge higher emitting vehicle more to park per hour- the longer they park, the less they emit.	05/10/2020 22:42



224	I think it will dissuade me from using my small local shops and travelling further to large supermarkets where the parking is free, which I feel is a negative thing for the environment. I walk sometimes when I can, but this is not always possible if I need heavier items or too much to carry. I feel COVID-19 has highlighted the need for small local shops and these are exactly the type of businesses who will suffer from parking charges. For example we use Coulsdon a lot, for food, art, pet, dentists, printer ink shops, library, cafes and many more. Especially for families who need to drive sometimes with small children. And the ability to have free short stay parking is so important for all if this.	05/10/2020 22:46
225	all initiatives that can reduced pollution, traffic are positive. having the ones who pollutes more, take more space on street parking seems only fair.	05/10/2020 23:25
226	Some residents can not walk into town or walk back home with shopping due to the topography if Coulsdon. Extra parking charges would mean people would go elsewhere to shop reducing footfall in local shops.	06/10/2020 00:34
227	Croydon is already a crumbling mess, no decent shopping centre now bring higher parking charges now i think would be a nail in the coffin to shops and visitors to croydon. I live in central croydon and already get hardly any visitors due to parking charges.	06/10/2020 07:05
228	I believe that many residents will not support their local shops due to the withdrawal of the 1 hour free parking. Many residents are unable physically to walk or cycle to the shops.	06/10/2020 07:35
229	Not excited about this scheme, Parking charges should be same for everyone.	06/10/2020 07:45
230	It may stop flow of people through town that stop at the shops, live further away and are visiting, therefore decreasing support for local businesses.	06/10/2020 09:24
231	2 hour limits means there will be less spaces available. Totally disagree that most shopping is done on foot. Majority of people would still drive. This feels like a way the council can make more money rather than being in the best interests of the public and local businesses. If I personally cannot park for free or even find a car parking space in Addiscombe it would simply force me to move elsewhere i.e. Bromley to do my shopping. This would be hugely detrimental for Addiscombe high street as I suspect I would not be the only one to do this.	06/10/2020 11:23
232	1. You are proposing to make parking so cheap for electric vehicles that they may be left taking up spaces for much longer than those drivers would otherwise use or value. 2. The higher charge for the most polluting vehicles is only slightly more than regular vehicles. It won't have any impact at all on use of these vehicles.	06/10/2020 13:04
233	Removing the free parking hour will absolutely have a negative impact on shopping in the borough. These free times are essential to the turnover of every trader in each location proposed to be affected. This is so obvious I cant believe you need the public to point that out to you. Current council policy is to ignore public opinion so no one is surprised at this proposal	06/10/2020 14:57
234	Absolutely disgusting. Money grabbing again. Will deter people from using the smaller local High street shops	06/10/2020 14:58
235	Adequate, affordable parking is essential to small local businesses who need to attract visitors to the town centres. Imposing higher charges and in particular scrapping the free first half hour will cause irreparable damage to those local retailers and service providers as people will cease to come into town for the impromptu quick visits or to pick up essentials.	06/10/2020 16:28

	Not everyone is willing or able to walk or cycle and restricting parking actively discriminates against those who rely on their cars.	
236	Emission based charging - So the people with the oldest cars are the ones being penalised with the highest charges. Those people don't choose to hold on to the cars for giggles, they can't afford to upgrade. What about an incentive to help them upgrade, thought not? So unfair! No free half hour parking - Now that shopping in Croydon town centre has been made a no go zone the small shops are next. No one is going to want to pay a fee, or lose the ability to just jump out and pop in a couple of shops.	06/10/2020 17:34
237	All negative. I like most can not afford an electric car. Why should I and my husband who have always worked and work full time be penalised as we can not afford such a car?! Just about able to pay our bills and live. It will be the death of shopping locally if car parking prices that are already too high go up. I work in central Croydon and commute by car as after 10-11 hour days I don't want to sit on a bus for 50 mins when I can drive home in 15 minutes. I pay £257 to park for three months which is a lot on my government wage. If it were to go up I don't know how I would pay it. Family and friends won't want to visit if they have to pay extortionate parking costs to see me. Stupid idea and is clearly just to generate more money for the council which is in financial difficulty.	06/10/2020 17:53
238	Croydon council trying to make life hard on the working person yet again. Like there isn't enough to pay for with the rising council tax that goes up every year. I take it there isn't any sign of benefits getting taken away from people we know full and well ain't going to be going back to work.	06/10/2020 18:02
239	Free parking is key to town centres Charges waste time, cause inconvenience, incline me to not go there	06/10/2020 18:19
240	It will stop people popping to there local high street and so shops will end up closing and everyone will go to supermarkets instead	06/10/2020 18:21
241	Terrible idea. Just another way to kill our high Street.	06/10/2020 18:29
242	Negative impact. If People will have to pay for 30 min parking, businesses will loose	06/10/2020 18:33
243	I live in Selsdon. Selsdon is a majority older persons area along with Sanderstead. You would prefer us to walk to local shops which is sometimes difficult and to be able to stop for just 30mins makes local shopping appealing. Do the council really want us to use larger shops who provide free car parking and let our local shops close down. We will lose our high street if this mad idea goes through. Think again Croydon Council before you decimate our high streets.	06/10/2020 18:53
244	Removing the 30 minutes free parking would be extremely detrimental for local shops and businesses. It would discourage people from using their local shops and would be disastrous for local communities to lose these facilities.	06/10/2020 18:54
245	These type of parking charges will only bring more hardship on the poorer people of the borough, as they can not afford the newer low emission vehicles. Plus with Covig restrictions local shops and Restaurants are struggling already all this will do is close them done lowering your business rate income, the council should be looking at ways to boost business not curtail it.	06/10/2020 19:50

246	Local businesses have enough problems without removing the 30 minutes free parking. This is simply yet another money grabbing scheme from a Council who cannot Balance the books and have ruined the entire borough whilst hiding behind pathetic excuses for denying their own culpability for the state of the area and horrendous and parlous waste of taxpayers money on vanity projects and schemes, all of which have failed.	06/10/2020 19:55
247	More worried about the impact on the local independent shops. The high street is already struggling and by making drivers pay more and put in more restrictions to parking will deter the public shopping local and you will drive the businesses to closing as people will end up going to shopping centres instead of local	06/10/2020 19:58
248	Our communities & small centres (Coulsdon) are struggling as it is. Restricting parking, making it confusing, in effect charging a tax on a car already being taxed, will not help. Purley town centre suffered due to restricons and charges, along with a supermarket. Local shops need to be encouraged but people need the convenience of 'popping' to a local shop without the worry of parking.	06/10/2020 19:59
249	Every other vehicle should be treated same. Due to covid impacts residents can not buy new vehicle to go green. Council should not go ahead with this move and find money in some there way, or ask the former CEO to return the final good bye payment.	06/10/2020 20:53
250	There are times when you just need to pop up the road. Removing the free 30 minute parking will destroy what is left of our local high streets. It will encourage more online shopping (and delivery vans) or for people to shop elsewhere.	06/10/2020 21:18
251	This proposal to charge for parking will destroy many of the small businesses in the town and discourage people from coming to town to shop might as well go to Caterham 3 hour free parking	06/10/2020 21:53
252	Unfair on lower incomes, older people who drive and limited alternatives	06/10/2020 22:06
253	Personally I think the high Street shops in areas like Selsdon will suffer terribly if this is imposed. Personally, I would cycle but there are no secure places to lock a bike up. Being able to park for free for 30 mins is exactly what the high streets need. In car parks, or more residential areas, I see no reason why emission based charges could not be used.	06/10/2020 22:15
254	We have precious little parking in coulsdon now croydon council are building on Lion Green Road Car Park. Emissions based charges are ridiculous. It will be confusing for anyone trying to pay.	06/10/2020 22:21
255	anything at all which deters people from shopping locally is a mistake.	06/10/2020 22:38
256	I think this is an awful idea. It will cause people to use the shops in the town less. It will also push more people to park in aldi and therefore blocking the roundabout even more so than it is now. Why would you want to do something which would lead to less footfall in the town which will then lead to lose of profit for shops, which then would lead to them closing down and in the long run the council will have all these empty premises with no one paying rent on them. It just doesn't make any sense.	06/10/2020 22:41
257	I object to the scheme as we already pay parking charges. And it will affect small businesses in top of this years struggles	07/10/2020 00:20
258	If parking charges are introduced in Coulsdon people will go elsewhere and shops will close. I certainly will go elsewhere where it is free to park.	07/10/2020 00:27

259	I think increasing the parking charges and removing the 30 minute and 1 hour free parking will take people away from the small local businesses on our high street that we are wanting to support and keep open. Totally the opposite of what should be happening at the moment. Please take small businesses in to account when making decisions like this. Also with so many losing their jobs and being furloughed, lots can't afford to replace their car with a new more eco friendly one. Every parking charge takes these people further away from being able to afford to replace their car with a more eco friendly version.	07/10/2020 00:54
260	Negative to local economy	07/10/2020 01:38
261	People will avoid parking in Coulsdon town & they will avoid shopping in Coulsdon all together and go to places they can park for free to do their shopping I.e. Banstead or Caterham. Which will mean my favourite Coulsdon shops will suffer & close	07/10/2020 06:49
262	Parking is already so difficult in our area...this will kill the small business.	07/10/2020 07:04
263	I object as it is an additional tax for residents when cars are already taxed based on emissions. Free parking is an important factor in making use of the local high street. I am less likely to use the local businesses and will head to large retailers instead.	07/10/2020 07:09
264	This will increase the already ridiculous amount of illegal parking and pavement parking. So dangerous for pedestrians already. See CVR between Aldi and post office any evening / weekend. Also outside Tesco. You also risk sending people to Banstead and Wallington to shop where parking conditions are much better and free. This will kill what's left of local businesses in Coulsdon.	07/10/2020 07:09
265	It will have a great impact on local business and cost residents to much just to quickly nip to the shops.	07/10/2020 07:21
266	I will no longer go shopping I will order online. A car is a car, it takes up one space. It would be like airlines charging u dependant on your weight!!	07/10/2020 07:43
267	Make parking free for parents with young children. Give them exemption badges	07/10/2020 07:59
268	This will destroy local businesses. Very negative impact on the high street. People will shop elsewhere, like Banstead, where it is free to park.	07/10/2020 08:44
269	Paying to park is a pain when you just want to nip to your local shops for something quick. It will stop me buying anything large, heavy or bulky from local shops - will just buy online & get them delivered. It's not easy for me with kids to even pop to the machine to sort out paying leaving the kids in the car alone, and back. It gives you another 'thing' to think and worry about as well as adding a cost to every purchase. It's basically doubling the price of buying a coffee in a local coffee shop. I just won't use the local shops for anything much. I do often walk in, but to buy big items, lots or heavy shopping or of stopping on the way home if this happens I just won't. This should be considered for Croydon central only.	07/10/2020 08:51

270	There should be short term free parking for 30 minutes to an hour to support local businesses and shops. It will prevent those on low income from visiting shops and getting out of the house, which is particularly important for mental health. The lower emissions vehicles are normally the newer more expensive ones so those who cannot afford them will instead be hit by parking charges they can't or will struggle to pay.	07/10/2020 09:12
271	This is going to hit the lower income people the hardest. I can't afford a newer economical car, but need to use a car as Im a shift worker and finish at times that public transport isn't available. This is just another way to penalise less well off people who can't afford new cars. It will also kill the high street with the removal of free parking and an increase in fees for pay parking.	07/10/2020 09:16
272	I live in a part of the borough with poor access to public transport - in addition I have mobility problems leaving little choice but to drive/park. This may well increase my already stretched monthly outgoings or reduce my ability to go out and use local shops	07/10/2020 10:16
273	Removal of free parking objected to	07/10/2020 10:28
274	It's yet another tax from Croydon Council to try and make up the defeset created by a poor council.	07/10/2020 11:14
275	Understand the point but impacting parking charges isn't going to help the issue.	07/10/2020 11:16
276	I strongly object to the changes. It is nothing more than a cash grab by a financially incompetent council desperate for ways to find a way out of the hole it has dug for itself. The supposed green agenda of this policy will have no impact on air quality. It will not encourage people to change or give up their cars. It will just further penalize hard-working families which need their own transportation.	07/10/2020 11:42
277	I completely object to this. There are enough penalties and taxes on drivers as it stands. Penalising drivers for using their cars that are not battery driven is unfair, mean and unjust. Please focus your time on proper budget management instead and not on blue sky thinking designed to penalise your hard working constituents to fill the financial gap caused by your mismanagement.	07/10/2020 11:45
278	The one hour free parking it's very important for the local businesses! We need more people to come in the high street and not charge them to visiting!!	07/10/2020 13:15
279	In this critical time, that will not be wise to increase charges or remove 1 hours free stay from Purley Croydon area This brings small businesses foot to flow down to very low We need more footflow in high street to survive in this critical times especially when u have small business	07/10/2020 13:41
280	the pollution in the borough is caused by the many half empty diesel buses and large lorries that use the a23 as a north south route there are also a myriad of old vans that choke the atmosphere. So Police the vans and change the buses to electric. people will just park in areas where the parking meters are not present - it happened all over the borough where cpz's have been introduced. the people with cars just park with the restrictions dont apply	07/10/2020 13:41

281	NO! This would kill our small business on the Brighton Road in Purley - right now, people love that they can come, park free for an hour, visit us, and leave. This will just ensure more people go to ASDA or TESCO, who have their own free car parks. We get a lot of business from those "up the hill" ie riddlesdown etc - this is too much of a walk and the buses are rubbish there because Mayor Khan keeps cutting them.	07/10/2020 13:48
282	I think you'll be hard pushed to get more people into Croydon with these measures as more & more people deserting it for Bromley and Kingston due to far superior shops with cheaper parking. Why are you trying too make money out of electric cars which have very very low emissions Free parking would be a bigger incentive but not until Croydon has a. Enter shopping experience. The place is depressing.	07/10/2020 14:03
283	Charging for short time parking will stop people from shopping locally and kill what's left of local shops. People will travel further for larger selection of shops hence increase pollution!	07/10/2020 14:24
284	As Croydon does not take any notice of resident feedback ( i.e. planters in Crystal Palace / South Norwood) is there any point in filling in this because its a tick box exercise no democracy.	07/10/2020 14:33
285	x	07/10/2020 14:45
286	This will be devastating to all businesses in the borough. Most people want to nip in and out of the towns to do quick errands so if you introduce paying parking in these small towns, many people will not want to go to their local towns. The problems many business are facing now is a lot so please don't add to the stress.	07/10/2020 14:46
287	The high street shops are already struggling you obviously want to finish them. You have granted building permission on part of Lion Green car park which was always busy now we will lose the 1 hour free slots. I am sure the local shops will suffer.	07/10/2020 15:17
288	I am in favour of emission based charging where charges apply. However, I am not in favour of removing the 30/60 minute free parking for local high streets. There are shoppers who need their cars (disabled, buying heavy items, etc) and they will simply shop in areas where parking is more convenient and business in places like Purley High Street will lose customers.	07/10/2020 15:47
289	Definitely will have an adverse effect on the district and shopping centres and concerned about possible changes to existing on street parking in the local district centres and the effect that this could have on businesses in Coulsdon and other district centres. Local district centres across the borough have to compete for business with other nearby local district centres in other local authority areas that have an element of free parking. has to compete with Wallington in Sutton, Caterham in Tandridge, and Banstead and Reigate in Reigate ad Banstead. To help with this an hour free parking was introduced into local district centres such as Coulsdon. believe the removal of any free period will have a detrimental effect of local district centres including Coulsdon and will not benefit local businesses and in turn will reduce the income to the council.	07/10/2020 16:54
290	I object to the scheme-it is overly complicated and unfair. Motorists are repeatedly penalised...car parks are built on, parking spaces under-allocated and yet the public transport system we are expected to use as an alternative is incredibly expensive, unreliable and especially unsafe in the current pandemic as the wearing of masks is not enforced.	07/10/2020 17:38
291	Negative because we need mo people	07/10/2020 17:44

292	Will have an impact on local high street for small pick ups.	07/10/2020 18:28
293	The free parking period on high streets should not be changed.	07/10/2020 18:31
294	I use the 30 minutes free parking to pop into shops and the market at New Addington. I won't bother if I have to pay, but if it's a nice day, I'll drive around until I find a spot in an unrestricted road, and park there.	07/10/2020 22:20
295	- Pay and display to be removed, absolutely ridiculous. Discriminates against those who may not have a mobile phone (eg can't afford one) or a bank account and who rely on cash - No free parking - will decimate High Streets. It is against the law to charge to raise revenue - Confusing tariff structure - Discriminates against those who cannot afford new cars and rely on older cars to get by - Parking charges are bizarre. Why 68p? - Remove Crystal Palace LTN and introduce Pay and Display on the Croydon area of the triangle Look forward to visiting Bromley more often	08/10/2020 08:47
296	Unable to access & support local shops - will cause a decline in visits. Will tax the poorest in our community.	08/10/2020 08:52
297	Please note my objection to the proposals to remove the 1 hour free parking in Coulsdon (and other towns within the Borough of Croydon) and also to start charging cars based on their green capabilities. There are a lot of us who would love to be able to afford a "green" acceptable car, but cannot do so, especially at a time when Covid is limiting our capabilities to earn an income. Furthermore, the council's policy to make it harder and harder for people to own and use cars at a time that everyone is being encouraged to use them instead of public transport, does make this new policy idea a moral non-starter. I hope you will re-consider - not just for now but for after Covid as well.	08/10/2020 11:01
298	This is an excellent scheme. We need to find ways to discourage people from using the most polluting vehicles in our town. I do think it could be improved by bringing in a further banding between the 1g and the 185g levels. That's a huge range. We should be encouraging residents, where they can't yet afford to switch to a BEV, to use smaller and lower emitting vehicles. Perhaps having a sub 110g or sub 100g bracket would achieve this	08/10/2020 11:36
299	1. I understand that the shopkeepers themselves campaigned for free parking to help their businesses and I think charging for parking will therefore be a retrograde step. 2. Allowing parking for two hours would reduce the number of spaces available - one hour is usually enough to shop in local high streets. 3. The owners of vehicles in zones 3, 4 and 5 are usually the poorest residents. They do not have the funds to buy new vehicles, particularly with Covid19 having devastated many family finances, so this is an appalling time to bring in such measures. 4. With the council's finances in dire straits this appears to be a money-spinning measure - don't forget there are elections next year!	08/10/2020 15:34
300	We are a multi-generational family that uses one, old car, albeit has high emissions due to age. I only use the car within the borough for errands on my elderly parents behalf, eg, hospital visits, chemists pick ups, shopping etc. If the borough begins to penalise old car users it will force me to get a newer car before this one has run its course, meaning more cars on the street where there is very limited parking.	08/10/2020 16:18

301	It will financially impact on large families with people movers/large family cars. This kind of idea will be more helpful once more people have moved over to environmentally friendly cars. This all costs money, which given the current circumstances is something no-one has. It is an ill timed policy	08/10/2020 16:18
302	We need to see evidence based data highlighting the impact assessment of pollution in the area where parking charges are to be introduced. Croydon Town centre is now bypassed with no more than local traffic and does not appear to have a pollution problem due to vehicle movements. I object to parking restriction on the Ground there is no evidence based need and teh damage it will do to local business, impact the elderly who cannot walk from their homes or ride bicycles and have no convenient bus service. Introducing these regulations during a pandemic shows the Councils complete disregard to shopping difficulties for those unwilling to travel in enclosed public transport. More importantly the Council is going back on its undertaking to maintain 1hr free parking in Coulsdon when taking over management of the Town centre from TFL London. Traffic has reduced considerably in the Town with consequent FALLS in polution. There is no evidence based justiiification for introducing emission base	08/10/2020 20:36
303	I need to drive to Coulsdon to shop, in my 70's & not very mobile. Buses are a health problem during the pandemic, too far to carry home from the nearest stop, plus winter weather. Over 70, in the vulnerable group for covid-19, cars/parking is the safer option. I already shop in E Surrey with free parking available, do not want to deprive local businesses of my custom, but it's a poor choice, & wheels allow choices.	09/10/2020 09:22
304	I am particularly concerned about the removal of free parking from local High Street shopping areas. This is likely to have a negative effect on local traders, who need all the help they can get at the moment. Also, as low-emission cars are frequently newer and more expensive models, I think this scheme will disproportionately affect the less-well off. Those who can afford it will get newer low emission cars. Those on low salaries will probably only be able to afford older high emission cars, and will then have to pay higher parking charges.	09/10/2020 17:13
305	I feel there should be a further tier to recognise that hybrid vehicles have lower emissions than a fully petrol vehicle. For example, my hybrid has CO2 emissions of 98g/km, which is the halfway point of the proposed band 2. I suggest a further band for vehicles with emissions between 1 and 100g/km. I suggest that a 50% discount for this new band would be reasonable. Additionally, I disagree with removing parking spaces that have free parking for 30mins. I think these make it very convenient to use local shops and making them paid for spaces could affect business for those local shops.	10/10/2020 15:42
306	This will be disastrous for businesses in local centres like Selsdon High Street that rely on passing trade. For example, cafes and takeaways derive significant revenue from customers who stop briefly for an early morning breakfast or a takeaway. Other shops similarly have customers who stop for a newspaper or to post a letter. At a time when the High Street is struggling this could be the death knell for local businesses.	10/10/2020 18:11
307	Local businesses are having a hard time due to COVID-19 this will have a negative impact. Removing free parking will be a massive disadvantage to these businesses. Shoppers will go to free supermarket parking instead. You can't make people change their vehicles by penalising them.	10/10/2020 20:08
308	Firstly, this is just an underhand exercise to claw back money that Tony and his cronies have pilfered, leading to a bankrupt croydon, and is shameful. This will stop me using the high street, the knock-on being that businesses lose out on custom.	10/10/2020 20:24



	We pay plenty of council tax, and get little in return, the least you can do is leave the free parking, that's one of the reasons the high street is so popular, take it away and people will be less inclined to visit. The council has been bankrupted, get your money from tony and his cronies that have been pilfering funds, (brickxbrick amongst other things) and leave the high street alone	
309	This is a silly proposal by the council. The local businesses on high street are already struggling with low foot fall and with this new move, they will suffer a lot.	10/10/2020 21:31
310	This is so wrong. It will affect the poorest people who can't afford to upgrade their cars and will then have even less money from having to pay higher parking charges. The poor get poorer, the rich get richer is Croydon Council's motto. Nobody chooses to drive, if public transport was better and there were more routes we'd all get rid of our cars but we have NO CHOICE but to drive. Bet the people who propose to put this plan in place aren't having to drive older vehicles with their huge salaries paid for BY US.	10/10/2020 22:07
311	So many local high streets rely on the fact that people stop and don't have to worry about finding change for parking and get things from the shops not to mention those who pass through are more likely to stop if they know they can do so quickly without paying - how on earth would u know what band a vehicle falls into and how much money will be spent changing the parking machines which is money that could be spent better elsewhere	11/10/2020 02:05
312	It will put me off visiting local high streets like Selsdon and south end. I won't stop and pop into a shop if I have to pay to park.	11/10/2020 06:44
313	Objection - I regularly just pop up the road and the parking us essential for these trips, particularly in these times where bus passengers are limited. Local business rely on trade from these parkers and will lose business. They are already hit hard by the pandemic and we should be encouraging people to shop locally.	11/10/2020 07:25
314	This will cost me a considerable amount of money and damage my ability to use local businesses. I cannot ride a bike my mobility for walking is limited, I need my car- I do not have a mobile phone so am not able to pay for parking. [same address as 315 and 316]	11/10/2020 09:02
315	I will no longer be able to work in Purley my shifts tend to be unsocial hours - I am on a low paid zero hours contract that will take most of my pay to cover parking. [same address as 314 and 316]	11/10/2020 09:10
316	I shan't be able to use shops and businesses any longer. I work part time in Education - so get a low wage I will no longer be able to afford to visit the shops. I cannot afford to change my vehicle which I require to be large as it's part of my job to ship around materials and remove rubbish from the school. [same address as 314 and 315]	11/10/2020 09:14
317	Whilst intensions are good, this will end up killing the high street even further as people will be forced to shop at supermarkets and other places where parking is free. The high street is already in decline with Covid and high business rents. Let's use some common sense and think practically to support our neighbours and businesses rather than having ulterior motives in trying to generate more revenue for the council.	11/10/2020 11:10
318	No major objection to emission based charges BUT will parking tickets be clear as to what rate has been charged and will wardens be trained properly to identify which vehicles fit into which group.	11/10/2020 11:25

319	Due to the current pandemic, people are losing their jobs, houses and worst of all struggling to feed their children because of the losses faced. People are struggling and in more debt than ever. Putting up parking charges is not helpful in the slightest	11/10/2020 11:47
320	I'm committed to shopping and spending locally, to ensure I can positively contribute to the economy surrounding my area. This will force me to begin longer trips to areas that will not penalise me for living within my humbles means by owning a vehicle within an age range that suits my financial status. I'm appalled Croydon Council are yet again working against the very people of its area. It's ludicrous for a Council in critical financial disrepair to introduce yet another money grabber. With the most expensive council tax in the South, virtual all day parking restrictions and now a further tax on supposed high emissions vehicles when they are stationary and turned off and for clarity NOT EMITTING is the ultimate lowest point for Croydon Council.	11/10/2020 11:52
321	I feel that this is not a good scheme. It is unfair for starters as it penalised those on a lower income who cannot afford newer or electric cars. It will also be confusing, how do you know what tariff you pay. Also the town centre is becoming more and more rundown. If you take away the free parking less people will be inclined to shop hurting business and the high street further. Especially now during the COVID 19 pandemic when people are afraid to use public transport. I do not think these measures will help to reduce emissions I just believe it will cost those on lower incomes more.	11/10/2020 12:26
322	It's just making it harder for poorer people, the only ones who benefit are the well off and a car doesn't emit when off so charging more for parking is redundant. By changing the free half/hour parking You'll make it harder for people to shop impacting local businesses that really don't need that to happen especially in these times. People with older cars already pay higher road tax and if entering low emission zones and now you want to charge them again putting more even strain on them. Some people need their cars they don't have the option of a bike for instance my sister in law basically on poverty line her pip was unfairly stripped back but she can barely walk without having a breathing fit she has to go hospital every 6 to 8 weeks for transfusions she couldn't get public transport she'd die before getting there she definitely can't afford to buy an electric car so she'd be punished for having no other option	11/10/2020 12:30
323	I have no issues with emission based charges being imposed. However, I think the free 60 min parking in outlying areas (NOT Central Croydon) needs to be reconsidered. Many local shops and areas (Selsdon, Sanderstead, Warlingham) rely on the shoppers coming to their areas and with an aging population relying on cars, I think this will harm those areas. Maybe consider reducing the free parking to 30 mins, a small charge to 90 minutes and then a large charge for anything over 90 minutes. IF the Council just go ahead anyway, then AT LEAST, I think they should do a SERIOUS review every 3 months and be prepared to cancel the charges to protect the local high street, if it is shown to be having an impact.	11/10/2020 12:36
324	With the effects of Coronavirus on people businesses, income and mental health, this could be another huge expense that could detriment our borough. Not everyone can walk or ride to work.	11/10/2020 12:40
325	I think it will hit the lower paid poorer part of the community the hardest which is unfair especially as their jobs are most likely hanging in the balance with zero hour contracts etc. Also people will go to supermarkets instead of local and the small business owners will also take a hit in revenue during these already difficult times.	11/10/2020 12:57

326	do not take away the half hr free parking from new addington. I do not think there should be different pricing at all, yes I drive a diesel car.	11/10/2020 13:46
327	It will have a negative effect more on the lower waged and the elderly people. I cannot see any positive impacts.	11/10/2020 13:58
328	aargdfgdfgd	11/10/2020 13:59
329	Higher cost yet again to the less fortunate!	11/10/2020 14:06
330	It is discriminatory towards the poorer people who can not afford a newer or electric car. Electric cars already get benefits of cheaper road tax and running costs. I will not be able to afford to use any council parking bays and will no longer pop to local shops. Instead I will use delivery services that use vehicles that produce more emmisions than my petrol car. Will never vote labour again if this goes ahead.	11/10/2020 14:09
331	I am partially disabled but do not get help with vehicle cost. I can not afford a newer car on a fixed income. This will mean I am unable to use the local shops as I will have to go to a bigger one further away with free car parking.	11/10/2020 14:44
332	Many hard working residents can't afford to replace their cars to something only a coupke of years old, these people include our communities key workers, nurses, carers etc. They should not be peanalised by paying more for parking charges. You will drive people away and the local Economy will suffer. You cant solve a problem by creating another. You also cant solve a problem by trying to charge more money for it.	11/10/2020 14:47
333	As a full time worker and single mother there is no way I can afford to pay more for parking let alone buy a new car. This is just a way for Croydon Council to try and claw back money because they are in deep financial shit.	11/10/2020 15:11
334	I don't have money to buy new cars I maintain the one I have. Leave us alone	11/10/2020 15:17
335	I can just about to afford to run a car that is over 10yrs old. I am all for greener cars but it is not fair to exploit those like myself who can not afford to buy a newer car. We are a family of 4 who really on one car for everything especially under the current pandemic. Possible support to buy greener cars would be a better option in my opinion	11/10/2020 15:28
336	Why are the poorer made to pay more than the rich	11/10/2020 16:17
337	Whilst I appreciate that something has to be done about about air pollution but by charging higher parking rates for people with older cars is not the answer, in an ideal world each and everyone of us would be able to switch to a zero polluting car but we can't, Also were are you measuring the pollution from to create 0 polluting cars means creating batteries and there is pollution in doing that. It would be better to charge all the same and use the revenue raised by the none or low pollution cars for green initiatives. You are creating an unfair system of those that have the money to buy new cars an those that don't	11/10/2020 16:23
338	Directly impacts the poorer people in our communities. Not everyone can afford to have a brand new car. There are low income families who need to have a car for a variety of reasons, and are forced to buy used cars which are older. Doing this would be a direct tax on the poor	11/10/2020 16:32

339	Negative will have a impact by discriminating against poorer people in the borough this is a tax on hard working people, it's noting to do with cleaning the air it's just to the council raising money for its own incompetence.	11/10/2020 16:36
340	I strongly object to the scheme. It will deter local shoppers on Lower Addiscombe Road and have an impact on the local shops - more important than ever to shop locally during this pandemic. It will also mean drivers will try to park for free on the side streets obstructing parking bays and dropped kerbs.	11/10/2020 16:36
341	You're penalising me for not being able to afford a new car.. how is this fair ?	11/10/2020 17:14
342	Having a car that is borderline between being charged extra and not, I feel this is unfair. I used my car to collect shopping/prescriptions for my neighbours and others that can't get out and about. I do this out of the goodness of my heart. Now you want to charge extra for me to do this? Instead of charging extra to those on lower wages so you can fund things, don't give yourself a pay rise. You try living on a basic wage, experience a normal life. Once you see how hard it is you might understand.	11/10/2020 18:31
343	People who have older cars normally do so as they don't have money for a newer car. Charging them more for parking is not fair. It discriminates on the poorer communities	11/10/2020 18:38
344	You are targeting people who cannot afford to own a newer/electric car. It's unreasonable and unfair to expect people on lower incomes to have to pay out e more to run a car that could be needed for work purposes etc	11/10/2020 18:50
345	I don't agree that cars with petrol or diesel engines should be penalised as people like myself cannot take an electric car home and charge it as I live in a Council flat. Until the Council sirt that out, I'm forced to drive a car with an engine.	11/10/2020 19:13
346	I'm sure if people could afford newer cars they would buy one. The people who will be affected by this are more than likely struggling as it is. People choose to have a car for many reasons, not everyone feels safe enough to cycle on thr road. Public transport is not suitable for some people which is why they choose to own a vehicle, why should someone be discriminated against because they cannot afford a newer car with? Public transport is more unsafe with Covid at the moment, people do not want to get public transport unless they have no other option. What about the vulnerable people who have very little money as it is. This is not fair.	11/10/2020 20:16
347	I have a diesel car, which we bought on the government's recommendations a few years ago now. I do need to buy a new car however the high price and low variety of all electrics mean we cannot right now. I am in favour of less cars on the road and less polluting cars but electric cars are just too expensive to buy and there isn't the correct infrastructure. More effort should be made to promote walking and cycling than just changing parking rules. Croydons parking restrictions are already strict in lots of areas and I can't see how this will make any positive impacts when switching to greener cars is so difficult for many. are	11/10/2020 21:30
348	Im a NHS worker and have an older car this is absolutley discrimination to thoes who cannot afford more	11/10/2020 22:00
349	This must be done in conjunction with restricted parking for residents on side roads. If residents permits are not introduced (with a penalising high cost for a 2nd car permit) shoppers will make it impossible for residents to park in their own street.	11/10/2020 22:47

350	Object. Need to be able to park near shops. I won't be able to if you change the policy. I take 2 different neighbours to local shops. If I have to pay, this won't be possible. Need to keep local shops and ability to park foc.	11/10/2020 22:55
351	You are basically penalising those who can't afford the more eco car due to cost of living and low incomes in deprived areas do you not think if we could all afford the more eco car we wouldn't already have them. You will ruin the central parade people will stop going there as much, like when they took the 30min and 1 hour free parking away it soon came back. Why are the council always looking for ways to make money which directly affects those in deprived areas!!!! I for one would be put off from shopping there if parking will cost me. I only really support the local shops now because I get free parking otherwise I would go further away to a bigger shopping centre or a big supermarket where I can get most stuff in one place.	12/10/2020 00:37
352	The council are very much aware the majority of cars in Croydon are older than 2015. Your hitting the poorer folk with another charge it's morally wrong. There are cars like mine 08 Agila which is less pollutant than some modern cars this is fact. I see this charge as abusive and morally wrong and in all honesty scamming the residents of Croydon who drive with older cars. Seriously do your research how many cars in Croydon are 2015? So you are knowingly cheating all others.	12/10/2020 01:09
353	With this pandemic why are you discriminating I think it is a money making scam why has the leader of the council on 400 thousand pounds a year seems the gremlins are working for Croydon Council	12/10/2020 01:55
354	Most people how drive older car do so because they cant aford a newer car, i am sure most people woild love to own a mew car but just can not aford it.. so you will be pushing them off he road by costing them money they clearly don' t have, but those how do have money to buy a new car save money. How does this work apart from falsseing people with lower income of the road.	12/10/2020 06:44
355	Because of Covid we are being encouraged to use public transport less and use our cars. Many people have cars older than 2015 and can not afford to buy a newer car so you are penalising us on lower incomes and expecting us to pay out more money which we don't have.	12/10/2020 10:14
356	This is a thinly veiled imposition of a council cash grab scheme. The shops and leisure facilities at the heart of New Addington already suffer from the covid recovery due to location of the covid test center (council approved). This is a deprived area, with a high percentage of low paid workers who are unable to just change to a new vehicle at a whim. The main themes being pay if you have an old car, pay more to charge your electric vehicle, or chance your health on public transport due to the high concentration of people with covid symptoms heading for tests. The sweeping comments and judgements made in the consultation document about car use in the local area are quite frankly offensive, and appear to have made without any evidential basis. You should be supporting a stable recovery for the parade in new Addington, to encourage healthy, useful shops that encourage out of area visitors. These parking charges will kill off what's left of the economy here is already suffering!	12/10/2020 10:35
357	This is punitive to older people who cannot afford new cars and rely on their vehicles. Road tax already takes emissions in to account. We already pay a huge amount in council tax & will not be forced into further punitive taxation to make up for council mismanagement & Ms Negrinis payoff	12/10/2020 16:35
358	This is discrimination against the poorer people or communities in the Croydon area .. some of us are not fortunate enough to be able to afford newer vehicles. This parking charges will also stop people visiting the Croydon and will in fact cause	12/10/2020 16:49

	issue for business In the Area.. This is just another way for Croydon Council to claw back money they have wasted So it's not if it's when these parking charges take effect.. because it doesn't matter what we say, the council will do what they want..	
359	We live in Shirley Oaks Village and use these ships to support our local traders. I won't be using them if parking charges are introduced and feel that they will lose a lot of trade. It's too far to walk from Shirley Oaks so it would encourage us not to use them. I'd rather go to Tesco with the free parking. Putting charges there for parking is ludicrous. I do agree on a maximum stay limit.	12/10/2020 18:06
360	Unfair on us older residence who need the mobility of a motor vehicle but have to rely on our older car as we cannot afford to change. Not all the population are able to cycle	12/10/2020 18:25
361	I won't shop in those areas if I have to pay to stop and shop and local shops will loose much needed business.	12/10/2020 18:44
362	It is going to destroy our small height street shop if we have to at for parking out side their shop as people will be going to the big supermarket with free parking	12/10/2020 18:58
363	This proposal will have a massive impact on businesses in the area and also potentially in nearby residential areas. It is not a good idea	12/10/2020 19:02
364	So the charges will be higher for those with less money! Those who can not afford the new low emission cars will pay more ! This Council is getting crazier and crazier , it's becoming obvious now why so say they will no longer vote for this Council!	12/10/2020 20:13
365	People who have older cars have them because they cannot afford an electric or new low emission car, why do you feel charging more to people who already can't afford a new car is the best way to tackle this problem?	12/10/2020 20:41
366	This discriminated against lower income families that can not afford the luxury of a new car! Unless your proposing to provide those families with the means to obtain a greener car ! Many families would love to have a car dated after 2015 or an electric car but work every hour just to feed and house their children!!! ??????	12/10/2020 21:07
367	This is an objection to the proposal of withdrawing the one hour free parking in Croydon.	12/10/2020 23:27
368	Negative impact, I am being forced to eventually buy a new car or use public transport. I cannot afford a new car , a new car means more control of individuals less privacy and more people using public transport , with narrow lanes bus lanes and less /limited transport Links in pockets of the area will cause	13/10/2020 05:01
369	I object to the scheme. It would have very little net effect on pollution (and possible increase it) as people will just drive that bit further out of Borough. This will have the unintended consequence of simply killing local business (so people will have to drive further - Coulsdon suffered with previous parking charge changes which forced several businesses to quit the town). In the south of the borough there is simply not the level of transport infrastructure to offer a viable alternative. It does nothing to combat through traffic, commuter traffic or school runs as these will not be effected. Meanwhile so many local services have been centralised, it is more challenging to access vital services without your own transport. If the council wants to fewer cars it should stop high density developments or insist that house to flat conversions come with covenants to limit the number of vehicles 1 or zero. AND IT SHOULD STOP TRYING TO DEVELOP EVERY FRAGMENT OF GREE SPACE.	13/10/2020 10:46

370	I am concerned that, in order to access emission discounted charges, it will be necessary to sign up to the mobile Pay app, and otherwise one will be charged the higher band rate via P&D machines. This seems to me to be highly unfair in that it assumes that everyone has a smart phone. My husband and I, in our 70s, do not, and I am sure that there will be a lot of other, probably older, citizens who do not. I use the local car park if I wish to shop in Coulsdon as I am unable to walk, or carry heavy shopping up a very long, steep hill. I am sure that it must be possible to issue some form of permit that would allow one to pay the low-emission rate via the P&D machines. It is grossly unjust to force me, a pensioner, to pay over the odds just because I don't have a smart phone.	13/10/2020 13:37
371	This is another stupid initiative from a bankrupt council of crooked property developers, which will only speed up the death of Addiscombe high street under the guise of being a "green" policy. Good thinking, especially after the damage Covid must have done to traders' bottom lines. How Labour of them. If this council didn't squander our council tax on £200k salaries for their coterie of complicit land speculators, or a £25million "redevelopment" of Fairfield Halls (which was a lot of money for some matt white paint and a new typeface for the signs), the council would not be in this predicament. Have another go.	13/10/2020 17:04
372	The Argument used when increasing the free time to park a while ago was that it will help support the local economy. To introduce a charge for parking at this time is particularly counter intuitive as the local shops stand to lose trade and possibly be forced to close.	13/10/2020 19:29
373	I wish to object to the proposal to replace the one-hour free parking in certain shopping areas by chargeable parking up to 2 hours. I use the area regularly for quick trips to the shops, and welcome the current system of free parking for a short period. This also ensures that I do not stay longer than necessary, which frees up space for other users. If I need to stay longer, I am happy to pay a fee. It is well known that individual small shops have great difficulty in surviving, demonstrated by the frequent change of business, the proliferation of fast food outlets and hair/nail bars. It would be quite wrong at this time to do anything which might be a deterrent to using them - a poor reward for all that they have done in the past six months. The one hour limit seems to provide sufficient time for local shopping and at the same time keeps the spaces open. A two hour limit will result in less availability of spaces, not more as is claimed in your publicity for the subject. You claim in the paper that most local shopping is done by people going on foot. In the Selsdon area, that is simply not the case. Certainly the catchment for our local shopping area, i.e. Selsdon High Street, is much wider than can be reached on foot, bearing in mind that after shopping one will have a load to carry. The impact on the businesses should have prime consideration.	14/10/2020 08:55
374	We wish to object to the proposal to replace the one-hour free parking in certain shopping areas by chargeable parking up to 2 hours. We are regular users of the system and find that it has achieved the object set out in paragraph 3.1.7 of the report dated 9 September 2020. It is well known that individual small shops have great difficulty in surviving and our local businesses have done a wonderful job in adapting and serving us in the current crisis. It would be quite wrong at this time to do anything which might be a deterrent to using them - a poor reward for all that they have done in the past six months. We do not recognise the problems cited in 3.1.11 of the report. The one hour limit seems to provide sufficient time for local shopping and at the same time keeps the spaces open. A two hour limit will result in less availability of spaces, not more as is claimed in your publicity for the subject. At the moment it is rare to go to the Lower Addiscombe Road and not be able to	14/10/2020 09:59

	<p>find a place.</p> <p>You claim in the paper that most local shopping is done by people going on foot. We would question this. What evidence is there for it? Certainly the catchment for our local shopping area, i.e. the Lower Addiscombe Road, is much wider than can be reached on foot, bearing in mind that after shopping one will be have a load to carry.</p> <p>Have local businesses been consulted about this proposal? There is scant evidence of this in the paper and it is the impact on the businesses that should have prime consideration.</p>	
375	I live in Addington and regularly use the Selsdon high street in order to support local shops. Removal of the free 1 hour provision will cause significant disruption and a lack of trade for the shops which are in need of our continued support. This proposal is ill informed and ill advised and should not be allowed to be enacted.	14/10/2020 10:35
376	Croydon Council is removing the free parking on high roads in front of shops on the back of emissions control. Some of these shops are not doing particularly well and this will add another nail to the coffin of our local shops. Introducing charges will reduce footfall and will have an adverse effect on business. Does the council not care? I think this is more to do with raising money by Croydon council and not an emissions control exercise.	14/10/2020 15:15
377	You are taking more money off the people that can't afford it. You will be punishing the people who can't afford to buy a new car it's discrimination. Being a key worker on my wages I can't afford to pay more for parking to go to work or to buy a new car.	14/10/2020 18:40
378	If there is no free period to pause and use the small shops or if a mobile phone is required to park in Coulsdon I will be unlikely to use my local shopping area. We have already lost most of our main car park Lion Green Road which is 10 minutes walk from the shops and not suitable for a quick 5 minute shop, which is often what I need. It will be easier and less hassle to go to another shopping area like Caterham where there is no such restriction. So if the desire is to kill the businesses in Coulsdon I am sure this will be the result. I know my neighbours will behave similarly. The businesses have had enough to deal with with Covid! We have been told avoid using buses and now we are penalised for parking. It feels as if the council is doing everything it can to obstruct the business centers at the very worst of times.	15/10/2020 12:26
379	Does not go far enough. Must also reduce available parking bays.	15/10/2020 13:07
380	The parking charges are based on economics and will disadvantage poorer residents who can not afford to change cars. It is unjust and discriminatory	15/10/2020 13:09
381	<ul style="list-style-type: none"> <li>• Detrimental for local businesses, at a time when the council should be doing everything to support traders – not only will this discourage people to shop local, it could encourage people to jump in the car and drive to shopping districts in neighbouring boroughs. This will be detrimental to local traders and, ironically, worse for local air quality. The removal of free parking bays could seriously harm attempts by businesses to get back on their feet.</li> <li>• Discriminates against low earners – this policy disadvantages those who lack the cash to change car quickly.</li> <li>• Unlikely to deliver improvements in air quality – mileage is not considered in the new charging scheme. Many people will be penalised by this scheme despite being responsible for only minimal emissions.</li> <li>• No way to measure success or failure – it's very unclear what difference these changes will make to air quality and the council has no mechanism for measuring whether it's had any impact. ... run out of</li> </ul>	15/10/2020 15:52



	space. Response 2 of 2, because 1000 characters is not enough for a coherent statement of issues. • Conflicting aims of the scheme - the council has cited this policy as one which will help them recover from their financial crisis by raising an extra £1m. This suggests they do not really expect behaviour change to result from it. Questions have been raised as to whether it's really been designed to raise money.	
382	It is unfair because not everybody can afford newer cars or electric cars. Also a 3-tier system is going to be confusing. [same address as 383]	16/10/2020 08:42
383	It is unfair because not everyone can afford electric or new cars. Also a 3-tier system would be too confusing. And taking away free parking will affect businesses which are already struggling in corona. [same address as 382]	16/10/2020 08:44
384	Parking in towns like Purley and Coulsdon is already difficult. Add charges on to this and it gives no reason to go to the high street and will drive more shoppers online. Therefore charging for spaces that are currently free will be the final nail in the coffin for shops on the high street. This will not end with people walking or cycling to the shops, it will end with the majority of customer shopping online with companies like Amazon.	16/10/2020 14:27
385	I wouldn't park so therefore wouldn't use local shops as I do now. This will ruin what little trade local business get and people will shop on line. It is also a tax on poorer people with older cars and unfair. [same address as 386]	16/10/2020 17:01
386	I am elderly and cannot walk into Purley so would have to drive, which means if I have to pay to park to shop I wont be able to shop there. I also wouldn't be able to go to the post office. There is no positive impact for me only negative. I feel sorry for all the local businesses that will lose what little customers they now have, If you want to ruin the high street even more this is the way to do it. [same address as 385]	16/10/2020 17:08
387	I strongly object to this. It is difficult enough to park in Coulsdon Town as it is but suggesting we walk or cycle is totally unrealistic. From where I live it is a good 30 minute walk to the town, up and down hill, so you need to be fairly fit just to be able to cope with the walk, let alone then carry a weekly shop home. All you are achieving is driving away custom from the local businesses which are already struggling. As a car driver, which for me like the majority, is an essential means of transportation, I already pay enough in road tax and insurance. Many of the roads in the borough are now restricted to 20mph, yet I get cyclist flying past me at dangerously high speeds. They seem to think that the speed limits do not apply to them. I suggest cyclist should also have to pay penalties for speeding and some level of road tax and insurance.	16/10/2020 18:03
388	Taking away free parking spaces on Coulsdon/ Purley high street will discriminate against people who have to drive to local shops because they have mobility issues because it will cost them more to shop than an able bodied person. Not all disabilities qualify for a blue badge.	16/10/2020 18:21
389	I think we should continue with the current 30 mins/hour free parking and add a further possible 1 hour with a charge. In these particularly difficult times for small businesses we should be supporting them by offering free parking. It is definitely not the time to start charging for the first hour which may discourage people shopping locally. Our Council should be supporting small businesses. This proposal definitely does not.	16/10/2020 19:14
390	I object to the proposals, they will have a sdrious negative impact on local businesses and are nothing more than a revenue generating scheme.	16/10/2020 19:24

391	Removing the 30 minute or one hour free parking will have a huge detrimental effect on high street shops which are already suffering from reduced customers. It will encourage people to drive to out of town shops or supermarkets with free parking. I agree with a system of emission based charges for paid parking but please leave the short time free slots.	16/10/2020 19:57
392	Strongly oppose. Negative impact will be that I will go to other high streets near me that have free parking. Already shops in Coulsdon seem to be struggling, but with increased parking charges it will mean that I would prefer to go to nearby high streets in Surrey.	16/10/2020 20:39
393	I think this is positive, those that have badly emitting vehicles should pay more to park them in our towns. What will be done to improve walking and cycling in to towns? Often traffic light phases at junctions and crossings is not in the pedestrians favour. Will more cycle parking be provided as well? Along with more safe cycle lanes? The new safe lanes in central Croydon and by mayday have made a big improvement to cycling along there, it would be good to see similar improvements to and from other towns in Croydon	16/10/2020 21:30
394	This will kill the high street business even more than it already has been. The 1 hour free parking allows people, especially those who need to drive for whatever reason, (decreased mobility, heavy shopping to carry, multiple young children and just plain busy people), to pop to the local shops and spend their money there. All these parking charges will do will be to encourage people to go to supermarkets that have free parking. This scheme is a blatant cash grab by the Council, to take more money from people in the Borough who already pay a stupidly high rate of council tax. It will not only encourage me and people like me to visit supermarkets instead of local town centre shops, it will send me to go to towns on the outskirts of the Borough that do have the 1 hour free parking and use their shops instead. Emissions based is totally unfair. The government actively encouraged people to buy diesel 10 years ago and is now penalising those same people who can't afford to change car	16/10/2020 21:42
395	Removing free parking will have a detrimental impact on local shops and businesses in the town centre in coulsdon. I object to this proposal on this basis.	16/10/2020 21:43
396	We run a small business, and have to take large parcels to our local shop every morning, I am only parked up for about 5 minute while I run the parcels into the shop, so to have to pay to park everyday, would be a big impact to me, especially as the proposal is to be a fixed fee for up to 2 hrs parking. Also if I was made to pay a fixed fee for the parking, I would want to get my money's worth, so would stay parked there for the whole time that I have paid for , so if everyone is then doing this, it will impact on how many people visit the shops in a day, and possibly make people go elsewhere if they can't find a parking space near their local shops. This will also effect people that can't afford to upgrade their cars to ones that emit less emissions, ie, the elderly, people on low income, disabled drivers, and these are the people that shop on our high streets the most, or need to be able to park close to the shops. There are no positives.	16/10/2020 21:48
397	Will have no choice but to stop supporting local businesses and just buy everything online. Give more money to Amazon, whom I imagine contribute a massive amount in taxes. The high street is already struggling. Charging to park to nip into a shop to get something quickly or get my meat from the local butcher, will make me not bother. Just get it delivered for free.	16/10/2020 22:22

398	I fear that preventing free parking for 30mins will have an adverse effect particularly on busy working people who just need to shop/ drop off cleaning/ use cash points etc for a few mins on their way home from work. Also on the more elderly residents who would find it difficult to walk to their local shops.	16/10/2020 22:28
399	I feel that the proposals unfairly benefit the wealthy who can afford to purchase electric vehicles. I don't in theory reject a tiered system but the lowest tier ought to be more expensive as these vehicles are still contributing to congestion albeit not pollution and use should still be discouraged rather than encouraged as seems the case with the huge reduction. I also worry about the effects removing free parking will have on already declining high streets - many will just go to large supermarkets rather than visiting the high street.	16/10/2020 22:35
400	We in an age where people are using the internet to do their shopping but there are still people wanting the high st. If this plan was to go ahead people would not think twice about going. Yes it would help the high st but if people are buying goods they would find it difficult carrying the goods home. So I would be against it. I would continue with free parking but enforce the parking as vehicles are parking all over the place. There is no parking places in Croydon since the introduction of Aldi.	17/10/2020 07:01
401	Croydon council already charge for so many things and now including parking. This has already begun on a road where I own a property. I am against this.	17/10/2020 08:10
402	This will have a huge negative impact on local businesses as people will be unable or unwilling to park nearby. Local high streets are already struggling with businesses closing. This will further reduce their custom at a time when it needed to be encouraged. Dreadful idea.	17/10/2020 08:39
403	I am unaware of any half hour free parking in Croydon itself but in smaller towns like Purley that is probably more valuable for the small businesses to stay open. Croydon should get the multi storey car parks to reduce their charges. Croydon is declining especially with Westfield no longer happening, people are choosing to shop elsewhere as it's easier and more reasonable to park.	17/10/2020 09:00
404	I object to the entire scheme. The proposed charges and requirement to use an app will have the following negative impacts: a) It will discriminate against older residents who do not have, or are not comfortable with, electronic payments and particularly via a mobile phone. They will therefore pay higher band 3 charges at the P&D machine b) It will discriminate against poorer residents with older vehicles (some vehicles only 6 years old) who are unable to afford 'brand new' lower emission cars. c) It will give further advantage to well-off residents who can afford electric zero-emission cars (price parity with combustion engines isn't expected until at least 2025), meaning rich residents who are the most able to pay and contribute, will be paying almost nothing for parking d) Removal of free parking will harm our high streets, particularly at a time when residents are far more hesitant to go outside or travel using public transport. We will see residents increasingly relying on deliveries	17/10/2020 09:26
405	It's far too complicated. It will kill the high street. Any council truly supporting their residents would introduce free parking (time limited). Irresponsible drivers already park illegally (across pavements & drives) to avoid charges with no consequence as there is no parking supervision. This will encourage even more selfish drivers to block pedestrians. It will have no environmental impact whatsoever.	17/10/2020 09:35

406	Providing free parking for a limited time along our high streets is important for local businesses, and essential for the charity shops - who just won't get the goods if residents have to pay to park before they can deposit their unwanted goods. On the bright side, it might encourage more local people to walk rather than take their car. [same address as 443]	17/10/2020 09:40
407	I only shop in Coulsdon because there is 1 hour or half hour free parking. If I want to pick up some dry cleaning, which takes me 5 minutes, I do not want to pay a charge for an hour. If I want to drop some clothes at the charity shop, which also takes me 5 minutes, I also do not want to pay a charge for an hour. Essentially I will stop making these trips, I will no longer use the dry cleaner (which is already struggling) and I will no longer drop clothes at the charity shop (it's too far for me to walk) - I'll take them to Banstead high street instead where I can park for free and easily. I strongly believe these changes will do significant damage to the town.	17/10/2020 09:45
408	I think this will have a negative effect on our local shops and Businesses in Coulsdon. Particularly as Lion Green car park is reduced substantially and it's easier and free to park in Reigate, Redhill, Wallington and Caterham. In any case even to consider this during a Covid-19 Pandemic shows crass indifference by the Council to its public duties and consideration to the vulnerable who need and wish to use their cars to go shopping locally.	17/10/2020 09:46
409	Object to the proposed removal of 1 hour free parking in Coulsdon town centre. Free parking is essential for encouraging use of the local small businesses.	17/10/2020 09:49
410	Great impact to our health and the environment	17/10/2020 09:51
411	Short term free parking encourages people from Old Coulsdon to visit the town centre and do a little bit of shopping. Once the charges come in I will go to Caterham	17/10/2020 10:04
412	Local shops will be badly impacted if ppl have to pay. Coulsdon high Street is thriving and has been a massive blessing during Covid to many local residents. Parking is ample for Waitrose and Aldi shoppers in their car parks. The street parking should remain free for 1 hour to encourage the use of the high street and small local businesses.	17/10/2020 10:20
413	Objection! You will kill the little high street we have left in Coulsdon! Old people won't be able to park	17/10/2020 10:21
414	Now is not the time to introduce this. Our local shops are struggling, and charging for onstreet parking will hit them even more. Doing this will cost millions, money that Croydon does not have. You tried this a number of years ago, with new machines, at what cost? You then had to change back to the current free for one hour parking, again at considerable cost. Having wasted millions on introducing the 20 MPH limit, you now want to waste more money. If you have money to spend, spend it on really worthwhile causes.	17/10/2020 10:51
415	This is a ridiculous thing to do. This will completely kill off our local, independent shops. It will also put even more strain on the Aldi and Waitrose car parks. The car parks are already packed and often have queues, that block off the road and traffic. These independent shops are already struggling.	17/10/2020 10:51
416	Once again penalizing the motor driver. Not everyone can afford New cars or hybrids I live in New Addington one of the poorest boroughs in London so another burden. On people who have lost jobs had hours cut now Will have to pay to park outside. Their own. Home	17/10/2020 10:54

417	I object very strongly to the proposed introduction of tiered parking charges in Coulsdon. This is a thoughtless and extremely unwise move, which will impact the already struggling local businesses. It is time Croydon Council started considering the interests of the community they are supposed to represent.	17/10/2020 10:54
418	As Lion Green car park has reduced parking spaces there are only limited street parking. I do not understand why parking is on an emissions based policy as there is only light traffic due to the bypass. The main high street as a place to shop will have a large impact on the shops there as not everyone can access Coulsdon by bus. Is this a London wide policy? It will encourage Coulsdon residents to drive further afield creating more emissions. With several areas in Coulsdon having had flats built there should be more parking facilities along with more schools.	17/10/2020 11:01
419	Coulsdon will no longer be an easy and convenient to shop. I will shop in Banstead instead where I can park on street for free. This, on top of the impact of coronavirus and the rise of on-line shopping, will kill Coulsdon businesses.	17/10/2020 11:06
420	I object very strongly to these charges. In Coulsdon town centre (which I frequently use) enforcing these sort of charges when there has previously been 1 hour free parking is going to have serious consequences for the local shops. Most elderly people need to be able to park 'free of charge' as they are not able to carry heavy shopping on buses, etc.	17/10/2020 11:08
421	You will kill local business which is already struggling and are over building homes in the area. Appalling that despite the amount of objections you receive every time, you fail to listen to residents and their consultation responses.	17/10/2020 11:15
422	We need free parking in coulsdon, otherwise the town will die	17/10/2020 11:20
423	i am pleased at the charges to deter car use. although i have a car i dont use unless theres no alternative. eg for collecting building supplies or taking bulky waste to RC. occasionally i use it for shopping and use the store's own free parking, when i have injuries that prevent walk, bike or bus. i welcome any reduction of cars on the roads, want cleaner air, quiet, more safety for walking and cycling.	17/10/2020 11:35
424	That you're penalising people who can't afford a new car. You're penalising those who were encouraged to buy diesel cars years ago and now can't sell them. You are not taking into account the fact that producing a new car is more harmful to the environment than keeping older cars on the road.	17/10/2020 12:40
425	I don't really have any comments, I clicked the link to get more information on the scheme, to find out what you were proposing and it brought me here. If I can't get the information how am I meant to say if I'm for or against it?	17/10/2020 12:40
426	Why have you removed the free parking in coulsdon town	17/10/2020 13:35
427	I like to use the high street shops I want to keep my money in the community I live in, but if their is no free hourly parking I will be forced to shop else where. The High Street is struggling with the pandemic this seems insane to bring in parking charges. We also have a car park in Lion Green Road which is under constructions so cant even park there.	17/10/2020 13:45
428	Crazy idea - this will kill the few remaining shops on Purley high street. Also unfair on the elderly.	17/10/2020 14:15
429	I am writing to object to plans to remove free parking in Coulsdon Town centre. The existing timed free parking works fine. Introducing charges will likely lead to shoppers going elsewhere. Bad idea in areas where emissions are not a problem.	17/10/2020 14:30

	(and parked cars don't actually emit pollution). Also likely to lead to shoppers going elsewhere- and possibly driving further as a result.	
430	It will prevent me from popping quickly in to the shops in Coulsdon where I live and I will have to travel further causing more emissions. I can't afford to pay every time I want to shop for small items. Also I do not want to pay on my phone as I find this complicated and do not want to use up my mobile data. This will cause shops in Coulsdon to suffer with lower footfall.	17/10/2020 14:38
431	The main problem with the area is speeding drivers. There's no pollution when they are parked up	17/10/2020 16:28
432	I think it is an excellent idea. Hopefully it will cut traffic especially for short trips and encourage people to use public transport for longer ones	17/10/2020 17:22
433	This will deter visitors to local Purley businesses - Purley is experiencing extreme loss of footfall because of failing businesses, seriously affected by high business rates and mass housing development.	17/10/2020 18:05
434	It's my choice to drive an older car as a life choice, I fail to see why older cars that are less in number and do less mileage should be penalised	17/10/2020 18:44
435	I am very concerned about the impact of this on my elderly neighbours who rely on their cars to get shopping. to the doctors etc. Several of them don't have mobile phones/internet which I understand is necessary for the proposals. This is direct discrimination on these vulnerable groups. In addition, I am concerned that this will reduce footfall in our local shop in Coulsdon, this local facility is highly valued - but those that are able will drive to other areas - such as Redhill or Caterham to shop..... I therefore object to the proposed scheme.	17/10/2020 19:10
436	I'm worried for local business as it will stop me from driving into Coulsdon. I will instead travel elsewhere.	17/10/2020 21:47
437	Negative- actually finding a public parking space in Coulsdon as the council has decided to build on the only public parking we have. Won't shop in Croydon anymore as no decent shops remain. Will shop and park elsewhere where emission charges don't exist.	17/10/2020 21:57
438	I am in full support of the scheme. I have noticed my lungs getting worse as I get older. I drive for work and cycle for pleasure, but the pollution is tangible. You can see it and taste it. If I want to park in Croydon, I will upgrade my vehicle.	18/10/2020 00:16
439	How will you support local independent businesses who rely on the footfall in Coulsdon for business. By removing the free parking people may now travel to surrounding areas instead such as Wallington or Caterham where there is free parking. Given the current pandemic people may not wish to rely on public transport for access to the local town centre.	18/10/2020 08:29
440	I am a local small business. This will destroy what little business we currently have. I strongly object to this proposal. It will however generate revenue for the council, perhaps this is the real reason!!	18/10/2020 08:32
441	I want to keep Coulsdon town centre going and free parking is a great incentive for people to use it....our local centres face huge competition from retail parks and supermarkets.....all free parking and online. Also other nearby centres have free parking and this will all take trade from Coulsdon. Why do you have to tax every little thing you can???? Please leave the free hour?	18/10/2020 09:03

442	<p>I would like to provide my feedback on the proposed removal of the free on-street 1 hour parking in Coulsdon and to replace it with emission based parking charges. This is an absolutely terrible idea for the following reasons:</p> <p>1- local shops are struggling as it is. Whatever you think about shoppers walking or using public transport to get to shops instead of driving, the fact is people do drive and always will for a wide variety of reasons. Parking is already being severely reduced due to the monstrosity that is the Lion Green Road development, removing free parking will be the final nail in the coffin for yet more businesses.</p> <p>2- I think it's fair to say that most people strive to own the best car they can afford. I'd love to have an ultra modern electric or hybrid car but the simple fact is I can't afford to. I drive a 7 year old diesel. By introducing emission based parking charges you are penalising people that can't afford to buy new cars and penalising those with older cars. Basically rewarding the rich for their newer cars and penalising the less well off.</p> <p>3- the introduction of these charges won't, in the main, encourage people to walk or use public transport (see point 1) or switch to a less polluting car (see point 2). What it will do is stop them using their local shops in Coulsdon and drive to local places, e.g. Banstead, Wallington that have easier and cheaper parking alternatives.</p> <p>4- Coulsdon will continue its decline in decent shops and just end up with either empty shops or more takeaways, etc. The banks have already moved out. This will be a downward spiral as less and less variety of shops will be available making Coulsdon an unattractive place to shop and an unattractive place to own a business. This in turn will make people shop elsewhere (see point 3).</p> <p>I urge you to re-think this ill thought through proposal. If the aim is really to encourage residents to use their cars less or own less-polluting cars IT WILL NOT ACHIEVE THIS. What it will do is kill Coulsdon completely as a local shopping area and drive residents out of the area to alternative places.</p> <p>If the aim is really (as I suspect) to raise revenue under the guise of green initiatives then you will collect more parking revenue while there are still shops that attract shoppers. But long term you will lose this revenue as the shops disappear along with the business rates on the units.</p>	18/10/2020 09:20
443	I think free short parking should be retained for e ame in Addiscombe shops so that people are encouraged to use local traders and recycle stuff at charity shops. [same address as 406]	18/10/2020 11:06
444	This will hit the poorest hardest. It's yet another example of poorly conceived policy from the council. Residents should not be punished for the failure of the council executive to properly manage its business.	18/10/2020 14:27
445	I strongly object to the scheme. As I am on a very limited income, I cannot afford these extra parking charges if I want to shop in Coulsdon. Emission based is not required in this area which does not suffer from pollution.	18/10/2020 15:29

446	Without free 30 minute parking, I will certainly not be visiting the local shops as frequently as I do. Local shops are under pressure as it is and this move will prove the death knell for some.	18/10/2020 16:54
447	Along with many people in my area I am well over 75, I cannot ride a bike, due to lack of balance, I live at the top of a very steep hill, (which I cannot walk up). I'm not alone, many of my neighbours are in the same predicament, so if you put a charge & a time limit on parking , which is at present free for 30 mins, many of us will be stuck at home long after the Covid restrictions have passed.	18/10/2020 17:05
448	I will not use the shops as regularly. This is an inconvenience for me but a much more detrimental effect on local business if people are dissuaded from shopping local. The whole point of introducing the free 1 hour spaces in Purley was to increase footfall to the shops.	18/10/2020 17:21
449	I am a pensioner mostly I use the Freedom pass for journeys in Croydon and surrounding areas but keep a car to visit the children and grandchildren who live further away. I am on a fixed income and can't afford to buy a newer car. Not only am I paying higher road tax for the upkeep of the roads than electric car drivers, but plans are also afoot to take away my freedom pass. I won't be able to afford to keep my car or travel anywhere. This will kill off local shops and businesses and cause more isolation for elderly people.	18/10/2020 17:22
450	I am against the suspension of free parking, 30 min or 60 min. This would affect the local shops at the expense of out of town shopping and on-line shopping. Everyone is unable to walk or cycle.	18/10/2020 17:52
451	My comments are environmental and community. Environmental: few have electric cars, so until they are more common, most people will use cars in Bands 2 or 3. The proposed band prices don't encourage people to use band 2 rather than band 3. If you have an expensive gas guzzler, 25% discount won't be sufficient to persuade you to use a smaller car, if you had one. I should prefer a much higher band 3 and a lower band 2 charge. (I assume that people with cars will still use them to go shopping: for many public transport will not help. For example, I live 25 minutes walk from the shops. Taking a bus still leaves me half of that to walk, uphill as well. It's not doable for a supermarket (or other bulky/heavy) shop, especially as I am a pensioner.) Community: now isn't the time to impose charges in community shopping centres. Local shops have served us well during lockdown, but they are struggling. This could be the last straw. 2 hours limit rather than 1 reduces overall space availability	18/10/2020 18:26
452	Charges for local parking would deter me from visiting small high street shops especially when I am en route to somewhere.	18/10/2020 18:46
453	Parking in many parts of the borough is difficult already. Often I just want to pop into one shop. I can do this as I get an hour free, which is ample time. If I had to pay, I would think twice before going.	18/10/2020 19:12
454	We are going around and round in circles. First, pay, free, pay, now it's free which I agree to help the local shops. If there are no free parking, the shops will suffer	18/10/2020 22:23
455	I feel that the current 1 hour free parking in Coulsdon town centre is essential for the survival of the town's shops and businesses. Many local people must use their cars to access the town centre but can't afford to / won't pay parking charges, so will decide to shop elsewhere. This won't just be detrimental to local business, but will also cause more pollution as they drive longer distances. It will not achieve the aim of reducing pollution!	19/10/2020 09:27



456	I object.	19/10/2020 10:36
457	Imposition of charges at a time when most are still navigating lost jobs or reduced employment due to Covid 19. Reliance on cars is important around some areas of Croydon where transport is restricted therefore this charge will be a burden on those who need to use their cars to get around	19/10/2020 11:02
458	I appreciate that we need to be mindful of emissions. However, Coulsdon is on the cusp of Greater London and there is a by pass to take traffic from passing through the town. Coulsdon has been struggling as a shopping centre for years as a result of the ongoing confusion regarding parking restrictions. There simply isn't sufficient parking spaces to promote an increase in footfall and shops are struggling to keep open! The pandemic has made the problem even more acute as local residents have been attempting to shop locally. To introduce parking charges on this scale January 2021 during a pandemic makes little sense and if carried through will kill the town as people will choose to go to Caterham, Redhill or Wallington where there is free parking. As a senior citizen that lives some distance from the town centre I am dependent on a car both for myself and my husband who is disabled - we do not have access to the resources required to enable me to register for concessionary charges	19/10/2020 15:06
459	At a time when Covid is driving more and more people away from going shopping and therefore using car parks to online deliveries, this measure makes no sense in being introduced now. Revenue streams will never be as targeted and this will only drive people to shop elsewhere such as Bluewater. Maybe later once the pandemic is over it "might" be viable.	19/10/2020 15:06
460	it is very unfair to have to charge more for older cars. We have had our car for many years so are going to be targeted to pay even more. People who are on a fixed income are being somewhat punished for keeping their cars in good conditions and not replacing them with 'newer cars'.	19/10/2020 15:42
461	Much as reduced emissions may be desirable this must not be at detriment to small businesses in Croydon, or people who have mobility difficulties but are unable to obtain a blue badge permit. The removal of short term free parking arrangements will be devastating to small businesses relying on passing trade or quick stop local customers, Imposing parking fees will stop me from being able to support local businesses as I will not be able to stop and visit their premises.	19/10/2020 15:44
462	Terrible for local small businesses! I often buy from the hardware and donate to the charity shop and need to carry donations or purchases. Without the free parking, I'd not likely stop when I see an empty Bay and buy fresh bread from the bakery, fish and chips for the tea, a coffee from Bob's your Uncle. We pay so much for our parking permits locally already. We should be entitled to 30 minutes!	19/10/2020 21:44
463	i think the turnaround of 2-3 months from the end of the survey is too short as some people won't have enough time to change their cars to a less polluted one, in my case, for example, I have considered the purchase of an electric car however unless I can park directly in front of my home and leave a cable trailing from the house it's nearly impossible to recharge it overnight as the current charge station are far away from my home and/or for a taxi only. the increase of electric or plug-in cars is pivotal to support better air quality. Increasing the parking charges at a time when most people are avoiding public transport due to Covid seems a little out of touch with the rest of the population. in addition to all of this. The most appropriate way to charge people that have polluting vehicles should be based on the number of miles they actually do, a	19/10/2020 22:13

	number of people have cars that are only used for short journeys or at weekend, therefore their polluting impact is lower than others	
464	It would put me off visiting croydon TC and other high street in croydon when i live not to far from caterham and other place that offer free parking.	20/10/2020 09:38
465	This scheme targets the poorest of our communities, the people that rely on their car for work who are already on the breadline will be pushed further because of this. Simply put you are acting like a facist group as you will introduce these anyway. You will then hunt people down who have to decide if they can have beans on toast or if they can just have toast.	20/10/2020 11:06
466	This is bound to have a negative effect on the local shops and businesses. At the present time with free parking people are able to visit a variety of shops and cafes and get all the goods and services they need. The introduction of parking charges will just encourage people to go to the large supermarkets where they can get everything they need with the advantage of free parking. This will have a detrimental effect on the whole area.	20/10/2020 11:26
467	My car would be band 2 so I will not be financially impacted much. However those with cars in Band 3 may already be financially compromised hence why they have an older car and it feels like the less fortunate in society are bearing the brunt of this. I appreciate we need to do something about reducing omissions but is hitting those with less money with higher fees correct. Obviously not everyone that drives an older car does so because they cannot afford a newer model, I am generalising but some simply can't afford to upgrade and they may need to use their car to ferry children around, get to work etc	20/10/2020 12:56
468	This will affect selsdon high street what is the council going to do regarding people parking for free in Aldi and Sainsbury's and taking up spaces for shoppers also double parking on high street often happens how will this be managed under new scheme?	20/10/2020 13:19
469	I'm objecting. Why did you give Negrini £400,000 pound? People are struggling for money and you want to bend them over for more. It's not enough all the secret camera's and cant drive down school roads, it's to steal people's money, the only way you think you can punish people is by cash fines. I think croydon council are scum. you deserve to go bankrupt.	20/10/2020 15:40
470	I object to this as it is unnecessary and just a way for the council to claw in more money from us . All residents already pay council tax AND road tax this is just another expense for no reason. With the pandemic and other more important factors going on in the world. Something like this should be the LEAST of the Croydon proposal. It's unnecessary, insensitive and just another money scheme from the council. This is disruptive to all growing business with the borough and it would greatly impact theM	20/10/2020 16:40
471	I think the proposed introduction of Emission based car parking charges is a very bad idea. This will penalize drivers who use their cars to visit local town centers in London Borough of Croydon for business, shopping or entertainment. For most drivers the purchase of their car is the second most expensive financial commitment (after housing). The purchase of a car is also an infrequent purchase - maybe once every 4/5 years. At this current point in time with the whole country focusing on the COVID-19 epidemic I suspect that most people are not thinking about replacing their car. Therefore introducing an emission based car parking charges is going to penalize drivers who have a vehicle that is deemed to fall in the high emission category - particularly low income families. In addition this scheme will impact visitors to local town centers and	20/10/2020 17:36

	damage business at this difficult time. In Coulsdon the car parking facilities have been reduced with the Lion Green Road car park being built on	
472	I object to the removal of the free 30 minute parking in Selsdon Road.	20/10/2020 21:21
473	I think charging for short stays will be very detrimental to shop owners, who are already suffering greatly. Please stop sucking the life out of Croydon and help it's residents and businesses.	20/10/2020 21:44
474	I am discussested that I have not been notified regarding this, I only found out on FB. At the moment the parking charges are very high, so removing the 30 minutes and 1 hour charges will have a very high impact on local shops. Sometimes you need to pop into one shop for something, charging fo a 15 minutes stay will send people elsewhere. At the moment croydon shopping centre is dying, so this is just mad. Some people cannot walk or cycle for miles, let alone carry back there shopping. This is just some discussing way of trying to get extra money from hard working people. If this is more about emmissions and air quality then this will not work.	20/10/2020 21:49
475	I have no idea if my car would incur additional charges with this new scheme, however whilst I am in support of protecting the environment, this policy sickens me. I've no doubt my views will not be taken into account and you will implement this plan anyway regardless of people's views. My preferred method of transport into Croydon before covid 19 was train however now I resort to my car to stay safe. Public transport is not a feasible option for my local shopping areas - 3 of which I frequently use and are within 2 or 3 miles so I shall be driving further afield at greater impact upon the environment and shopping outside of the borough. The implementation of this policy will affect local businesses even more than they have already been affected by the pandemic. It will also affect the elderly and other more vulnerable members of society who maybe avoiding public transport and need a car.	20/10/2020 23:50
476	I wont be using local shops if we lose the free 30 min parking. At a time where small businesses are struggling, customers who 'pop' into their shops are a lifeline. Asking people to pay for half hour parking will take away the likelihood of them spontaneously using local businesses.	21/10/2020 07:16
477	This will impact on business if you get rid of the free hour/half hour parking	21/10/2020 07:25
478	I would not support the small businesses in purley if I cant park for free. I would more likely park in ths big superstore and use thier pharmacy, stationary, and other services. Not being able to stop in the high street would have a massive impact on how I shop. Eg dry cleaners. Newsagents. ' food and wine' ....	21/10/2020 08:10
479	I object to the scheme on the basis that it penalises those that cannot afford to buy a newer car. Electric vehicles and those with lowest emissions are much more expensive than other vehicles. This will negatively impact on a vast sector of the community	21/10/2020 09:31
480	Local shops are experiencing very tough times with Covid-19. This will only add to their misery and you should be totally ashamed of yourselves for even suggesting it. Saying it's emission-based is just an attempt to make the council appear to be concerned for the environment, when in actual fact it's just another money-grabbing move by a council that needs to make up for wasteful use of council funds - golden handshakes and a poorly run, council owned building company. If this	21/10/2020 13:20

	council was really concerned about the environment, they wouldn't be giving out planning permissions like confetti for every hoese to flat conversion and 17-story high rise buildings with insufficient parking spaces Are their any depths to which this council will not sink?	
481	It's unnecessary because Three is mcuh less traffic in Coulsdon than, for example, in Croydon Coulsdon is nearer the countryside than Croydon. More pollutoin might emannate from the bypass than from the town. Deterring polluting-class vehicles might result in their being driven in, to despatch passengers and out while they shop, then back in to recover them, and away again. Does the leadership really care a damm though? No.	21/10/2020 22:08
482	I totally object to the parking charges which are aimed at people with less income who cannot afford to buy newer cars. This is a sexist and class issue as most people on lower income or who have lower amounts of expendable income and drive are predominately working single parents- 85% of whom are women. There are no well know or affordable initiatives to support people in buying newer cars (if there were they would happily have a newer car!). This again is another strategy which targets poorer people and makes life harder. For example the congestion charge. If people can afford it they can drive wherever they like as often as they like! But for most people this is a substantial challenge to day to day life. In Paris the strategy is not directed at income lever but on number plate so people with and such plate number can drive one day and the others on another. This ensures equality not just targeted immoral charges which are in pro for the more wealthy in society	21/10/2020 22:56
483	This is a terrible idea, why should people pay more just because they have older cars. Not everyone wants to live in debt to pay for a new car.	21/10/2020 23:02
484	I object to the parking charges which although are classed as an environmental change they are aimed at people with less income who cannot afford to buy newer cars. This is a sexist and class issue as most people on lower income or who have lower amounts of expendable income and drive are predominately working single parents- 85% of whom are women. There are no well know or affordable initiatives to support people in buying newer cars (if there were they would happily have a newer car!). This again is another strategy which targets poorer people and makes life harder. For example the congestion charge. If people can afford it they can drive wherever they like as often as they like! But for most people this is a substantial challenge to day to day life. In Paris the strategy is not directed at income level but on number plate details so people with such and such plate number can drive one day and the others on another. This ensures equality not just targeted	21/10/2020 23:23
485	I object to the parking charges which are aimed at people with less income who cannot afford to buy newer cars. This issue will effect people on lower income or who have lower amounts of expendable income and drive who are predominately single parents (ME)! There are no affordable initiatives to support people like myself in buying newer cars (if there were i would happily have a newer car!). This again is another strategy which targets poorer people and makes life harder. I already struggle day to day but your proposed scheme will hit my pocket even harder taking food out my children's mouths instead to pay extra parking fees because that's the only car I can afford! I rely on my car due to a disability that means I can not work supported by the government but yet I'm apparently not entitled to a blue badge or any exceptions in the eyes of Croydon council. Now this to add to my problems!	22/10/2020 00:01

486	Totally unfair to penalise residents that can only afford older cars. This action will force residents away from local shops, and proves that the Council is out of touch with the needs of the local residents. Electric cars are out of reach of the majority, particularly with many being furloughed or losing their jobs.	22/10/2020 01:11
487	In my opinion, this is completely unfair. As a single and disabled parent, I simply cannot afford a newer car. I already scrape the pennies to be able to run a car to help get myself and my children around. I should not have to pay more for parking etc and be penalised for this.	22/10/2020 02:09
488	This will, once again bring hardship to the people of New Addington. The shops will suffer as patrons will just go elsewhere where parking is free. We are one of the most deprived areas with the introduction of more charges this will bring the area into increased destitution	22/10/2020 06:27
489	People in new addington struggle enough without being greedy with parking charges! It will effect people using local shops! I think there needs to be another explanation for this as it looks like Croydon Council just trying to line their own pockets again..... Maybe cut the pay packets of all these people getting paid mega within the council and you wouldn't have to keep hitting those in financial hardship with more things to pay out for	22/10/2020 06:59
490	I think that putting the parking charges up in Croydon is a joke as mostly I use london transport where ever possible but when I do use my car I normally just pop to the local shops in new Addington. To pay so much to pop into a shop, which now always have queue due to social distancing which means for no fault of myself I will need to pay more. I feel that the parking charges at the moment are ok but if you put them up then less people will shop at out little local shops and go to bigger stores with free parking therefore our local shops will go out of business.	22/10/2020 07:01
491	I work hard, and have done all through this current pandemic, but I am not able to simply buy a new car so that I can park cheaper in Croydon. In fact, not only can I not park cheaper, but I am going to have to pay even more. What green initiatives will my additional parking charges actually go towards. I can fully support those lucky people who can afford a greener car to park cheaper than me, but I cannot support those people who cannot afford this luxury to be penalised. Why can't parking charges for the majority of people in New Addington remain the same as before? [same address as 520]	22/10/2020 07:24
492	Not on me but other residents in a low income area such as this will be effected and most have older cars, All those with newer/more economic cars have the extra money, irr to a a catch 22, charge more and the ones with older cars will be less able to upgrade to a newer car.	22/10/2020 07:33
493	I object, we live out of the main town for these sorts of reasons. Croydon is going down hill!	22/10/2020 07:42
494	People on low income will be find it hard to pay more out on things all because the got a car that will be in the list of charges.	22/10/2020 08:11
495	As I use a car everyday for work this is adding more costs on to us when we are already suffering from the problems caused by covid	22/10/2020 08:17
496	We pay enough already to keep a car on the road, why should we be penalised according to the car we drive. This is just another way if getting money from car owners. But still our roads are not fixed, which can damage the cars	22/10/2020 08:19

497	I object to the parking charges which although are classed as an environmental change they are aimed at people with less income who cannot afford to buy newer cars. This is a sexist and class issue as most people on lower income or who have lower amounts of expendable income and drive are predominately working single parents- 85% of whom are women. There are no well know or affordable initiatives to support people in buying newer cars (if there were they would happily have a newer car!). This again is another strategy which targets poorer people and makes life harder. For example the congestion charge. If people can afford it they can drive wherever they like as often as they like! But for most people this is a substantial challenge to day to day life.	22/10/2020 08:56
498	Lower income families, like mine, will be greatly effected by higher parking charges. I am all for lowering charges or even no charges for more environmentally friendly cars but raising costs for people who are already struggling and can't afford a newer model car is very wrong. Maybe it could be income based so someone who chooses to drive a older car for nostalgia or other reasons but has a good income and is not on benefits will have to pay more but a normal low income family who would love to have a newer car if they could afford it, don't pay a higher charge, just a normal parking fee. It will put me off popping to the shops and I think it will encourage more illegal parking on yellow lines or not getting a ticket when just running in to one of the shops for 1 thing! Lower prices for non polluting cars, keep it the same for everyone else!	22/10/2020 09:03
499	Once again an area that probably has the most oldest vehicles then any other part of Croydon we get penalised, you want us to keep our local trade going, this won't happen if you bring these charges in, people will drive further a field to get shopping to avoid these charges. Most people cannot afford 30, 40 thousand for an electric car, trust me I've looked, because of carona virus we have more people unemployed, so there is no way they can buy new cars or even upgrade what they have, my husband has an older van so will be affected by this, why should he give up a vehicle that has been looked after all these years, plus we can't afford to upgrade it as due to carona his work has not been as busy as previous years, this is not fair to the residents of new addington who many struggle on a daily basis and our shops who will deffiently suffer	22/10/2020 09:16
500	Adding charges to parking will stop me going to the parade in addington having a bigger impact on small businesses	22/10/2020 09:30
501	Charging people won't change the climate! Won't change emissions problems. It just provides extra income for the local authority who has misspent its funding and we the residents shouldn't be punished.	22/10/2020 09:38
502	This will be detrimental to the district centres where up to an hour free parking was introduced some years ago. This boosted the local economy and brought life back to the district centres. Lower Addiscombe Road between Inglis Road and WydeHurst Road is particularly affected. Teh shops were adversely affected by the long term closure of Blackhorse Lane and only just started their recovery when Covid-19 then struck. To discourage passing motorists from stopping for up to an hour to avail themselves of the facilities will stem the passing trade putting the burden of support on just the local residents who are able to walk to the shops.	22/10/2020 10:20
503	The council is already charging too much to park and to now impose more changes which will affect lots of people, especially those trying to make a living and people carrying out essential maintenance or work on properties within the borough will be disadvantaged. This WILL NOT help the pollution as people will still require their vehicles for these purposes	22/10/2020 10:40

	and those living here who can now not afford permits and may only park at weekends or in the evening will have to pay more. I as a resident was not notified of the Council's plans to change the permit prices to emission based charging and OPPOSE it and have only been notified by a colleague (who does not even live in Croydon) of the Council's plans to make these changes. There are not many 'free parking' areas within Croydon and to remove the only few available will be detrimental to those business struggling to maintain their livelihoods. I think the council need to look at their internal affairs first!!	
504	Yet another way to squeeze money from people Absolutely disgusting Your tariff bands are not going to dictate what car I choose to drive, that is and always will be my own personal choice.	22/10/2020 10:43
505	If the local government is suggesting Emission-based parking charges would reduce pollution, where is the evidence of this? It appears that this is another opportunity for the council to increase parking for profit by penalizing local residents. Most residents who use the parking bays are supporting local businesses and keeping the culture of Croydon and Purley high streets vibrant.	22/10/2020 11:24
506	How does charging extra for parking older cars affect the emissions, when your car is parked and turned off there are no emissions. This is just another way to con money.	22/10/2020 11:26
507	It's hard enough to park when you have sold the garages for houses the poor will be the most affected as they don't have drives or garages it's just another tax on the poor.	22/10/2020 11:42
508	The residents should not have to pay to park out side their home instead you should look at people driving into new Addington to park solely to use the tram/buses. As I live on a main road I see that people just use these roads as a 'free' carpark during the day and the road is empty in the evening. I pay my council tax so why shouldn't I be allowed to park my car outside my house!	22/10/2020 11:47
509	Is not fair to penalise people that can't afford newer vehicles.	22/10/2020 11:48
510	This will effect small roads next too or near an Eestate because they won't want to pay parking charges there for they will result in parking in other places making it hard for people who already find it hard to park near there homes my home is already effected because of a new build of flats near my road so people are already parking in our small road we making it hard for visitors to park now you want to impose more charges because your government are not giving your councils enough money this is Beyond annoying for this on low incomes now u wants to make them poorer the lack of consideration for low income families is shocking scrap these charges for parking and permits people are struggling with deaths low income and trying without having to deal with more debt	22/10/2020 11:51
511	My partner owns a 2013 [.. van model ..] and some of his customers are based in New Addington. This will not benefit him if he can't park on their drive and will impact his business. All our family live in New Addington too and if he has to pick up our son from a relatives house, he would have to park on the street as none of them have drives.	22/10/2020 12:20
512	Another way of obtaining money without dealing with the issue ! Croydon Council is fast becoming a highway robbery bandits	22/10/2020 12:31

513	I appreciate the council's efforts to improve the air quality in Croydon, as it is one of my concerns and I believe that reducing the amount of traffic in Croydon is necessary. I don't think that increasing parking charges is the best way how to improve air quality. I use the Reedham station or Purley station car parks. I use them to park my vehicle when I travel to the station to later commute to work. Hence, I already use public transport for the majority of my journey. However, I need my car to get to the station because public transport in my area is just not sufficient. Should I have to pay more for this? If we look at the map of London in the report on the parking policy, one can see that the majority of councils in London do have emission based parking. I'm sure this correlates with the availability of public transport in these areas. I am also worried that your policy will negatively impact car owners with lower income as they can't afford upgrading their vehicles.	22/10/2020 12:40
514	As a person who struggles financially and drives an older car this would have a huge impact on me and others in new Addington. New Addington is mainly a low earning area . This would be a huge cost and impact on me and others who reside in this area. I have to have my car as I have mental health issues and would not be able to travel on some public transport without that impacting on my health.	22/10/2020 13:16
515	There are many families on a low income or as for myself and my daughter we have health conditions so need a use of a car and think it's very unfair to charge people for parking outside their home and alot of families are struggling at the moment especially with the pandemic with people losing their jobs hours being cut keeping up with rent etc we should not be penalised because we can't afford a newer car	22/10/2020 13:34
516	Disgusting, I do have a nearly new car, but many haven't including some of my family. My husband has a run a round, so to speak, to go to and from work, that minimises his time travelling and possible call outs, which could be at anytime of night, so why should we buy yet another new/newer car when this does what we need and is kept road worthy by law. People shouldn't be forced into paying more to park where they live and to go to local shops, it is not a main shopping area like Croydon or Bromley! Also pushing people to go into debt by buying a newer car.	22/10/2020 13:57
517	New addington has lots of low income families who can not afford extra costs	22/10/2020 14:00
518	<p>Please accept this e-mail as a formal objection by [.. a collective group ..] to the current consultation on emission-based parking charges for the following reasons:-</p> <ul style="list-style-type: none"> <li>• Detrimental for local businesses, at a time when the Council should be doing everything to support traders – not only will this discourage people to shop local, it could encourage people to jump in the car and drive to shopping districts in neighbouring boroughs. This will be detrimental to local traders and, ironically, worse for local air quality. The removal of free parking bays could seriously harm attempts by businesses to get back on their feet.</li> <li>• Discriminates against low earners – this policy disadvantages those who lack the cash to change car quickly.</li> <li>• Unlikely to deliver improvements in air quality – mileage is not considered in the new charging scheme. Many people will be penalised by this scheme despite being responsible for only minimal emissions.</li> <li>• No way to measure success or failure – it's very unclear what difference these changes will make to air quality and the Council has no mechanism for measuring whether it's had any impact.</li> </ul>	22/10/2020 15:05



	<ul style="list-style-type: none"> <li>• Conflicting aims of the scheme - the Council has cited this policy as one which will help them recover from their financial crisis by raising an extra £1m. This suggests they do not really expect behaviour change to result from it, but rather an additional income stream.</li> </ul> <p>We would also like to object to the fact that there has only been a three week consultation on these charges which will have such a detrimental impact on our residents and businesses.</p> <p>More time should have been allowed for residents and businesses to fully understand the implications of these proposals, particularly during these difficult times.</p>	
519	<p>The aims of the scheme are laudable but I object on behalf my household and as the Secretary [.. organisation name ..].</p> <ol style="list-style-type: none"> <li>1. This is not the time, during the COVID-19 pandemic, to be introducing the scheme.</li> <li>2. Residents and traders will be adversely affected by the withdrawal of the free 30 minutes concession near nominated local shop locations e.g. access to the Post Office and Swan Pharmacy in Selsdon Road, South Croydon.</li> <li>3. Council pay and display car parks e.g. Spicer Yard South End serve a community purpose, and increased charges will deter vital social use and economic activity to their area e.g. The Restaurant Quarter at South End or the Public Swimming Pool at Purley, when it reopens.</li> <li>4. The infrastructure is currently unavailable and is unlikely to be available for alternative powered vehicles before January 2021 or 2025-2030.</li> <li>5. Alternative powered vehicles are simply unavailable at present at affordable prices to mitigate against the increased charges.</li> </ol>	22/10/2020 15:21
520	This is just another tax on motorists, easy money for the council, without worrying about the effects [same address as 491]	22/10/2020 15:31
521	Please don't do this at this time when we are advised not to take public transport and people have less money. Also it will damage small local businesses where people pop in to but don't stay more than 30 minutes.	22/10/2020 15:51
522	Whilst I support the idea of reducing emissions from cars I think it needs a balanced approach and reducing or removing the free period of parking is a step to far, I believe the affect on local businesses for the limited affect on emissions is a step to far.	22/10/2020 15:57
523	To expensive, especially in lower income areas.	22/10/2020 15:57
524	This will kill local businesses in the area. Specially now that business are suffering	22/10/2020 15:58
525	It will kill the local trade where people just want to pop to shops quickly	22/10/2020 15:59
526	Without free parking for local shops less people will visit. I don't live with walking distance of sanderstead but do use the shops there. The introduction of parking charges especially higher charge for not being able to afford a new car with lower emissions will stop me and many other people from visiting the shops in the area.	22/10/2020 16:01
527	Introducing pay parking in South Croydon will have a detrimental effect on local business as it will discourage people from coming in to the area to use them.	22/10/2020 16:06

528	Free parking must be maintained for local high streets in the Borough, especially so in light of the current strains on businesses from the Coronavirus pandemic.	22/10/2020 16:07
529	Will kill local trade. I only stop at shops in addiscombe or Thornton heath High Street because I can park for 5 minutes and grab what I need without losing a couple of pounds in parking fees that I just can't afford. I will just not shop there anymore.	22/10/2020 16:09
530	Will be much less likely to use local shops	22/10/2020 16:14
531	I have a diesel car registered 2007 so despite paying road taxes & fuel tax I am going to be penalised again with parking taxes ?? I work part time & care for my elderly parents one of which suffers from dementia so how do I afford a new car ? Entirely negative impact for me I'm afraid .	22/10/2020 16:18
532	I strongly disagree with this idea. This will kill local high street businesses in Croydon ! As a customer I always prefer go to places which offer free parking nearby, obviously I use my car because it is the most convenient way for me to bring my shopping home. Almost the same is with any services or places to dine. If thia happens I will more likely consider shopping only in the big stores supermarkets, they have parking just on site..	22/10/2020 16:20
533	I have to stop at the chemist at the Swan regularly to pick up my very elderly Mum's prescription. I am rushed for time, working full time for a small wage, and having to pay to park would be a struggle af times. I am also concerned that people will choose not to shop locally if this was introduced causing more hardship to independent shops.	22/10/2020 16:20
534	While I would generally support any reduction in the levels of pollution across the borough, it is my considered opinion that the current and future economic situation, Covid-19 & Brexit, means that priority has be maintaining the potential for people to access the retail centres and other services. Anything that would divert people away from them is undesirable at the moment. Therefore I oppose the change	22/10/2020 16:21
535	Loss of short term free parking in small town centres	22/10/2020 16:25
536	It will kill local business	22/10/2020 16:27
537	I am writing to confirm that [.. organisation name..] firmly support the proposals to introduce emission based parking charges. We would however highlight: <ul style="list-style-type: none"> <li>• a need for marked disabled parking bays on all high streets</li> <li>• that a reduction in the overall number of parking bays would make high streets more accessible by freeing up space for walking and cycling</li> <li>• the importance of double yellow lines and loading bays to ensure pavements are free of irresponsibly parked vans and cars.</li> </ul>	22/10/2020 16:30
538	I have a higher emissions vehicle and shop regularly in Purley High Street. If this were introduced I would no longer do so I would simply drive to Banstead and shop there instead. This will kill local trade - its not the traders fault that people have high emissions vehicles. Equally this would not persuade me to change my vehicle	22/10/2020 16:33

539	We live in a highly deprived area. This mirrors the local population, our income and in turn what vehicles we drive. We don't have the luxury of buying new cars and are further penalised financially, just continuing the cycle of deprivation, excluding many vulnerable people.	22/10/2020 16:44
540	Abandoning the free 30 minutes will kill local businesses. Can't believe you're even contemplating this.	22/10/2020 16:47
541	My submission on the emissions based parking consultation <ul style="list-style-type: none"> <li>• Detrimental for local businesses, at a time when the council should be doing everything to support traders – not only will this discourage people to shop local, it could encourage people to jump in the car and drive to shopping districts in neighbouring boroughs. This will be detrimental to local traders and, ironically, worse for local air quality. The removal of free parking bays could seriously harm attempts by businesses to get back on their feet.</li> <li>• Discriminates against low earners – this policy disadvantages those who lack the cash to change car quickly.</li> <li>• Unlikely to deliver improvements in air quality– mileage is not considered in the new charging scheme. Many people will be penalised by this scheme despite being responsible for only minimal emissions.</li> <li>• No way to measure success or failure – it's very unclear what difference these changes will make to air quality and the council has no mechanism for measuring whether it's had any impact.</li> <li>• Conflicting aims of the scheme - the council has cited this policy as one which will help them recover from their financial crisis by raising an extra £1m. This suggests they do not really expect behaviour change to result from it. Questions have been raised as to whether it's really been designed to raise money.</li> </ul>	22/10/2020 16:47
542	It's unfair on people who have older cars and can't afford to replace them. It's just being used as a way to get more money from motorists. I don't believe it will have any effect on the environment.	22/10/2020 16:51
543	The obvious answer is financial, things are hard enough at the moment with covid ,job losses,and poverty,so Croydon Council decide to put up parking fees,?? every penny counts especially for people with kids,the extra you are going to charge may pay for a meal!! Bromley Council do not charge as much as Croydon!!!	22/10/2020 17:03
544	This scheme is ridiculous. With the current climate brought upon by Covid people are already struggling by doing this those with older vehicles who cannot afford to buy new vehicles will be put out even further. It would mean for some they can no longer use their local shops and would enforce even more poverty on children. New Addington is not a rich area.	22/10/2020 17:05
545	Can you please add my objections to the consultation on emissions based charging? Like many probably my objections are summed up here:  <ul style="list-style-type: none"> <li>• Detrimental for local businesses, at a time when the council should be doing everything to support traders – not only will this discourage people to shop local, it could encourage people to jump in the car and drive to shopping districts in neighbouring boroughs. This will be detrimental to local traders and, ironically, worse for local air quality. The removal of free parking bays could seriously harm attempts by businesses to get back on their feet.</li> <li>• Discriminates against low earners – this policy disadvantages those who lack the cash to change car quickly.</li> <li>• Unlikely to deliver improvements in air quality – mileage is not considered in the new charging scheme. Many people will</li> </ul>	22/10/2020 17:05

	<p>be penalised by this scheme despite being responsible for only minimal emissions.</p> <ul style="list-style-type: none"> <li>• No way to measure success or failure – it's very unclear what difference these changes will make to air quality and the council has no mechanism for measuring whether it's had any impact.</li> <li>• Conflicting aims of the scheme - the council has cited this policy as one which will help them recover from their financial crisis by raising an extra £1m. This suggests they do not really expect behaviour change to result from it. Questions have been raised as to whether it's really been designed to raise money.</li> </ul> <p>I also object to the removal of free parking bays in district centres.</p>	
546	This is a terrible idea, local shops are struggling and people will stop using them if they have to park and they will just go to the big supermarkets moving the pollution there instead. I don't drive or own a car and even I can see this is a bad idea.	22/10/2020 17:07
547	This will have a impact on low income families who can just about afford parking to get basics at the parade. It is a really inappropriate time to do this amid the current climate.	22/10/2020 17:08
548	People are skint enough especially with covid going on It is not down to us to pay for your incompetence as council leaders that have all but bankrupted it's self .	22/10/2020 17:13
549	1. It will kill local businesses we have been round this debate a million times. Croydon small businesses are already on their knees. 2. It feels like a tax on the residents of Croydon for being defrauded by incompetent senior Council Officers 3. It is not an emmisssions tax that is just CHEAP PR to pretend you care about the environment - which you don't because you would have planned Central Croydon; and not supported the Incinerator if you did. We would have walk ways not endless building on our small green spaces.	22/10/2020 17:13
550	I live local to the area implements like this will Affect me badly due to having mobility problems I rely on parking that is convenient for local shopping , and will cause parking in side roads limited for residents	22/10/2020 17:14
551	<p>Having read the proposal papers, I write in general opposition to the proposed parking changes for the following reasons:</p> <p>1. At a time of increased economic uncertainty, the removal of one-hour free parking in district centres like my own ward of Coulsdon Town strikes me as being nothing more than kicking SMEs when they are down. Rather than helping our local traders as much as we can, this policy would see the removal of an incentive for residents to shop in our high streets. This is especially exacerbated by the removal of many parking spaces on Lion Green Road while the new development is under construction. In 2016 I campaigned against Labour's plans to reduce free parking from one-hour to 30 minutes, this campaign was not successful and the Council went ahead with reducing the bay time limit. In 2017 Cllr King came to Coulsdon to announce he was increasing the bays back up to one-hour again. At the time he said: "We've spent the past year listening to businesses and the one thing they've told us over the past 12 months is: the council could help them by introducing free parking for one-hour for customers for their businesses. So we've listened, and we've acted." Businesses are aghast at these plans and are quite rightly asking: what has changed?</p> <p>2. The increase in the cost of parking in bays and car parks will dissuade many from shopping and so are another way these plans are detrimental for local businesses. Some have suggested such a move could encourage residents to jump in</p>	22/10/2020 17:19

	<p>the car and drive to shopping districts in neighbouring boroughs such as Sutton or Bromley. This will be detrimental to local traders and, ironically, contribute more emissions and thus be worse for local air quality.</p> <p>3. The emissions-based parking charges discriminates against low earners. The cars that are going to see the highest permit cost increase are those will invariably be owned by those on low incomes which could include the elderly, the disabled, lone parents and young people. Indeed, this is something that Cllr King admitted at a Cabinet meeting on Monday 19th October where he said "The changes may have an impact on poorer car drivers, potentially on older residents."</p> <p>4.. The changes are unlikely to deliver improvements in air quality. Within your plans car mileage is not considered in the new charging scheme. Many people will be penalised by this scheme despite being responsible for only minimal emissions due to a lack of general car use. Why was this more effective measure not considered? The current plan is more workable, but significantly less impactful if the true aim is to improve air quality.</p> <p>5. No way is presented to measure success or failure for your policy objectives. The Council wants to improve air quality, yet it proposes no mechanism by which it can truly assess whether increasing the cost of permit or parking in bays actually works. For us to properly assess the effectiveness of the policy we need to have proper, verifiable metrics. Anything else is just policy-making by gut-instinct. Our residents deserve better than that.</p> <p>6. The general aims of the proposal is conflicted. The Council has cited this policy as one which will help them recover from their financial crisis by raising an extra £1 million. This suggests they do not really expect behaviour change to result from it as they intend to use existing behaviours to generate revenue. It's entirely reasonable for residents to question whether these plans have been designed to truly improve air quality, or whether they're just designed to tax residents even further to help the Council get out of its financial quagmire.'</p>	
552	The high street needs as much free parking as possible to help support local small businesses, this scheme doesn't seem to help them and is more complicated than the very straight forward half hour free then pay for longer that is in operation in most places right now and agreeable with most people	22/10/2020 17:39
553	Will stop me shopping where there is no free parking. It will certainly have a negative impact on local shops which need all the help they can get at the moment. Especialy with passing trade, it will encourage more people to go to out of town shopping centres. We need to support local shopping centres regretably despite your best intentions people will not always walk or cycle or use public transport.	22/10/2020 17:48
554	<p>Please accept this e-mail as a formal objection by the New Addington Conservatives to the current consultation on emission-based parking charges for the following reasons:-</p> <ul style="list-style-type: none"> <li>• Detrimental for local businesses - surely in these difficult, unprecedented times, the Council should be doing everything to support local traders – not only will this discourage people to shop local, it is likely to encourage people to jump in the car</li> </ul>	22/10/2020 17:49

	<p>and drive to shopping districts in neighbouring boroughs. This will be detrimental to local traders and the removal of free parking bays could seriously harm attempts by businesses to get back on their feet.</p> <ul style="list-style-type: none"> <li>• Discriminates against low earners – this policy disadvantages those who lack the cash to change their car quickly. This is simply another car tax or stealth tax on those who can't afford it. New Addington already has its fair share of disadvantaged residents who rely on their cars to get them to work, but could not afford a new car, even if they wanted to.</li> <li>• Unlikely to deliver improvements in air quality – mileage is not considered in the new charging scheme. Drivers are likely to drive further and do their shopping where parking charges are not so discriminate. It's obvious that more miles = more emissions, so hardly conducive to what the Council is trying to achieve. Many people will be penalised by this scheme despite being responsible for only minimal emissions.</li> <li>• No way to measure success or failure – it's very unclear what difference these changes will make to air quality and the Council has no mechanism for measuring whether it's had any impact.</li> <li>• Conflicting aims of the scheme - the Council has cited this policy as one which will help them recover from their financial crisis by raising an extra £1m. This suggests they do not really expect behaviour change to result from it, but rather an additional income stream.</li> </ul> <p>We would also like to object to the fact that there has only been a three week consultation on these charges which will have such a detrimental impact on our residents and businesses. Once again, it has been hoped that nobody would be aware of the changes and it could simply be introduced.</p> <p>It has been stated that this was agreed in 2019 so why could there not have been more time given for residents and businesses to fully understand the implications of these proposals, particularly during these difficult times.</p>	
555	<p>Please treat this as a formal objection to the current consultation on emission-based parking charges for the following reasons:-</p> <p>It discriminates against low earners and those on fixed incomes; this policy disadvantages those who lack the cash to change car quickly.</p> <p>Any measures that jeopardise local businesses and traders also jeopardise jobs, particularly of locally-employed low-income workers, who are disproportionately likely to be disabled, be working part-time and/or have caring and other family responsibilities</p> <p>It is detrimental for local businesses, at a time when the Council should be supporting traders – not only will this discourage people to shop local, it could encourage people to jump in the car and drive to shopping districts in neighbouring boroughs, which will be detrimental to local traders and, ironically, worse for local air quality.</p> <p>The removal of free parking bays could seriously harm attempts by businesses to get back on their feet at a time of especial</p>	22/10/2020 17:49

	<p>financial and practical vulnerability.</p> <p>Shops and other outlets that cease to operate because of deflected trade could encourage people to jump in the car and drive to shopping districts in neighbouring boroughs, which will be detrimental to local traders and, ironically, worse for local air quality.</p> <p>It is unlikely to deliver improvements in air quality, as mileage is not considered in the new charging scheme; many people will be penalised by this scheme despite being responsible for only minimal emissions.</p> <p>There is no way to measure success or failure, as it is very unclear what difference and uncertain these changes will make to air quality and the Council has no mechanism for measuring whether it has had any impact.</p> <p>There are conflicting aims in the scheme: the Council has cited this policy as one which will help them recover from their financial crisis by raising an extra £1m, which indicates they do not really expect behaviour change to result from it but seek an additional income stream.</p>	
556	<p>Detrimental for local businesses, at a time when the council should be doing everything to support traders – not only will this discourage people to shop local, it could encourage people to jump in the car and drive to shopping districts in neighbouring boroughs. This will be detrimental to local traders and, ironically, worse for local air quality. The removal of free parking bays could seriously harm attempts by businesses to get back on their feet. •Discriminates against low earners – this policy disadvantages those who lack the cash to change car quickly. •Unlikely to deliver improvements in air quality – mileage is not considered in the new charging scheme. Many people will be penalised by this scheme despite being responsible for only minimal emissions. •No way to measure success or failure – it's very unclear what difference these changes will make to air quality and the council has no mechanism for measuring whether it's had any impact. •Conflicting aims - stealth tax/enviro.</p>	22/10/2020 17:50
557	<p>The removal of free parking for limited periods (30 minutes or one hour) will kill many small businesses such as those in Coulsdon town centre. Indeed your own webpage that deals with free parking states: "Free parking: We have introduced free parking in a number of areas in local and district centres. This is to encourage customers to these areas and to support local businesses." This requirement for local business to be supported has not gone away, and close parking is essential for shifting anything too heavy to carry, or too awkward to balance on a bicycle or get on to a bus with.</p>	22/10/2020 17:52
558	<p>The 30 minute/1 hour free parking boosts trade to local shops, which is more important than ever given the hit small businesses are taking due to the pandemic. To introduce additional charges would make me avoid using my local high street businesses in favour of larger supermarkets (for example) that are within walking distance. I have paid the additional charges for a my parking permit this year due to the age of the car and its emissions. I can ill afford the extra charges for these, neither can I afford a newer car to avoid paying the charges in future. I feel that lower-income residents are being penalised for not being able to afford to replace older vehicles with newer cars with lower emissions.</p>	22/10/2020 17:58

559	This scheme has claims to have positive objectives but will fail to achieve them. Many residents believe that the real objective is to raise additional money and that the claimed objectives of the scheme are not the underlying motivator. I personally support improving air quality but do not believe that this scheme will have any significant impact. It will, as its side effects: - Be very damaging for business,. - Be very regressive - it does not hit middle class professionals particularly, as they mostly change cars often and have relatively low emitters already. Instead it hits poorer residents who simply can't afford to buy a new car - It does not necessarily target the biggest polluters. Somebody who runs a diesel a few times a month pays much more that someone with a newer car who drives daily	22/10/2020 18:03
560	Our car is electric so we support this idea 100%!	22/10/2020 18:03
561	This is a purely revenue raising initiative, local businesses are being hit hard enough by covid, fees for parking would strangle what business they have left!	22/10/2020 18:09
562	I live in addiscombe and this will not be good for our local shops which are slowly closing down due to lack of custom. People will not be able to pull over easily in their way home from work etc to pick up shopping from local butchers, green grocers and bakers. It would be a mighty shame to see these shops go. It is just unnecessary, there are some pay and display bays on one side of the road and some free bays in the other side. It works just fine like this, with pay and display bays only, local businesses will DECLINE.	22/10/2020 18:09
563	Keep free parking bays by shops	22/10/2020 18:17
564	<p>Even by the low standards of this council it is the most one-sided survey. There is no opportunity to say whether you support or do not support the scheme. The only meaningful question only allows you to use a few hundred words. This renders almost everyone's contributions pretty useless and will doubtless be used by the administration claim widespread support for this scheme.</p> <p>I was unable to say what I really meant in the few words available to me, so I reproduce it below.</p> <p>This scheme has claims to have positive objectives but will fail to achieve them. Many residents believe that the real objective is to raise additional money and that the claimed objectives of the scheme are not the underlying motivator. I personally support improving air quality but do not believe that this scheme will have any significant impact. It will, as its side effects:</p> <ul style="list-style-type: none"> <li>- Be very damaging for business, already reeling from the effects of Covid. If this scheme must be introduced it should be delayed for a year to give street-based businesses such as pubs and restaurants the time to recover from this year.</li> <li>- Be very regressive - it does not hit middle class professionals particularly, as they mostly change cars often and have relatively low emitters already. Instead it hits poorer residents who simply can't afford to buy a new car</li> <li>- It does not necessarily target the biggest polluters. Somebody who runs a diesel a few times a month pays much more that someone with a newer car who drives daily and will therefore produce a much greater volume of pollution</li> </ul>	22/10/2020 18:18



	<ul style="list-style-type: none"> <li>- it will be difficult to measure success and impossible to unravel what incremental change the scheme produces on top of the already fast changing baseline</li> <li>- The scheme assumes an incremental income which suggests that the scheme's champions aren't really interested in promoting behavioural change - if they were you would expect to see rapidly falling income.</li> </ul>	
565	This will kill the local high streets - free parking for all needs to be retained to keep the shops alive.	22/10/2020 18:22
566	Doing away with half hour free parking will change my habit of collecting my DIY goods from ye market, South Croydon, my Chineses takeaway and the local shops. Anything more than half an hour I am willing to pay for but just to pick up quick essentials like at a corner shop, it's necessary to have a pull-in to quickly collect. There are no DIY or Chineses takeaways nearer then this 1 mile from myhouse and I am unlikely to walk or cycles this distance when time is of the essence, eg hot food or a missing packet of acres for that essential diy job. Don't impose charges for ultra short stays.	22/10/2020 18:28
567	I think it will have a negative impact on being able to shop and will take business away from local shopkeepers.	22/10/2020 18:34
568	Pushing out the hard working decent people who can't afford alternative options.	22/10/2020 18:38
569	My car would be in band 2. My objection is that I do a lot of shopping and errand running for quite a few elderly people. I do not charge them as I do this voluntarily. I can usually carry out my shopping and strands within the free hour I get from the ticket machine. I do this most days for some of our housebound residents in new Addington. This would affect me hugely. I understand the need to charge for parking but why take away the free 30 mins and 1 hour parking we get at central parade new Addington? It's just another way to rip us off when most of us are already struggling. It's not fair and I OBJECT TO IN IN ITS ENTIRETY!! Just Croydon council money grabbing again. Disappointed and disgusted.	22/10/2020 18:42
570	<p>The [.. name ..] Association who represent 1,500 households in the Purley/Sanderstead postcode, wish to object on the proposals within this Council parking consultation. We set out our reasons and comments below.</p> <p>Abolition of the 30 minute and 1 hour Free Parking in District Centres</p> <ul style="list-style-type: none"> <li>• As the Council will be fully aware, the Covid-19 pandemic has hit many businesses very hard financially and in particular many retail and restaurants in the smaller district centres of the Borough of Croydon.</li> <li>• We quote from the Council's consultation; "The proposal also includes converting the 30-minute and one-hour free Pay &amp; Display parking bays in district centres to two-hour maximum charged parking to align with the new emissions-based charging scheme, reduce inconsiderate parking and make the spaces more available to more drivers." Residents fought long and hard to establish the free parking in areas close to us like, Sanderstead, Selsdon, Coulsdon and Purley and this change in our view, will hurt local traders in those locations significantly, whilst generating little additional income for the Council. Indeed it is our view that drivers will drive elsewhere rather than utilise these local shops which could mean the businesses close down as they are not financially viable. In the end, this will hit the Council possibly harder financially, with the loss of business rates and long term empty premises. Also charging for every minute of parking will discourage the casual visitor; to the benefit of other shopping venues - like Bluewater, or Lakeside, Valley Park, or Purley Way, where free</li> </ul>	22/10/2020 18:45

parking is readily available. In turn this will create additional pollution with longer drives from Croydon Borough to these retail centres. Or alternatively more residents will shop on line and rely on delivery by more polluting diesel vans.

- We fail to see how it will 'reduce inconsiderate parking'. The parking bays are clearly marked and if a vehicle is parked outside of the bay there is the possibility of a PCN being issued by the CEOs. If anything it could lead to more 'inconsiderate on street parking' on other streets and affect those residents, who don't normally suffer from on street parking issues.
- In our view these proposals display very muddled thinking. The stated objective is to reduce air pollution. Let's say a driver is currently paying £5.20 to park for a couple of hours in central Croydon (2 hr max bay). The new price for Band 3 would be £6.80, which is annoying, but a £1.20 increase, times say 26 visits per year would cost the driver another £31.20, which is trivial compared to the cost of running a car. And that's assuming the car falls into the top band. In our view, it's not enough to persuade the driver to buy a hybrid, plug in hybrid, or electrical vehicle. It's not enough to get the driver to take a bus (£3 return per person). It might tip the balance between going to Croydon Town centre and say Valley Park, or other retail outlets on Purley Way, with the free parking. Do the Council want to make Croydon town centre and some district centres less appealing than they already are?
- It seems to us that this will affect the poorer members of society who will not be able to afford changing their vehicle for one that is more eco-friendly, and in the case of electric cars, considerably more costly. With the current pandemic, the public are being advised not to use public transport, unless essential. So this leaves Croydon shop keepers with even less customers than they might have otherwise had, if motorists aren't going to drive to these centres. Is it sensible to be considering this parking scheme at this current time?

Emission-based parking charges

- It is not clear why the Council are penalising those with hybrid vehicles, plug in hybrid cars of low polluting vehicles and hydrogen fuel cell electric vehicles (say below 120g/km), with only three charging bands for the emission based charges. Why are the Council not following broadly the five charging bands for the residents parking permits recently introduced? These band of charges are slightly fairer.
- Electric vehicles are not wholly carbon free. There is a carbon footprint from the electricity generated to produce the electric supply for charging, the construction of the vehicle and more importantly the construction and disposal of the vehicle batteries. And where is the infra structure for the supply of all this additional electricity that will be required to charge these vehicles?
- Hows many of the vehicles being parked with the Borough of Croydon are owners of households from within the Borough. Do the Council know? Will this new charge of parking put some visitors off and thereby have an effect on the economy of the Borough of Croydon?
- The Council are encouraging the use of bicycles, which is to be applauded. However, not all are able, or fit enough to cycle. It is not that easy, or safe to carry an extensive amount of shopping on a bike. Indeed with the hilly terrain in the south of the Borough, the only easy mode of bike travel is by battery bikes. However, the cost of these electric bikes can range between £2,500 and £45,000. Who in their right mind is going to leave a valuable electric bike in any of the District Centres without sufficient secure bicycles racks supplied by the Council, to at least have any chance of them not being stolen?

	<ul style="list-style-type: none"> <li>• Why to date, have the Council erected very few Electrical Vehicle Charging Stations (EVCS) in the Borough? If the Council are keen to encourage more use of electrical vehicles in the Borough by residents, then there needs to be a quick and radical improvement in the provision of these of the EVCS's. The only EVCS's local to us in [..area ..] are on the A22 and installed by TfL.</li> <li>• Is the general air quality in Croydon really that bad? We are aware there are hot spots of poor air quality on busy junctions like Purley Cross, Lombard roundabout and the Fiveways junctions, but where is the evidence that is is bad elsewhere in the remainder of the Borough? There are very few monitoring stations off the main thoroughfares. So the Council cannot have accurate statistics Borough wide.</li> </ul> <p>Payment Method</p> <ul style="list-style-type: none"> <li>• We have serious concerns about the proposed payment by mobile phone or the Mobile Pay app. Not all people have a smart phone and indeed many elderly drivers do not even have a mobile phone. So how are they going to pay? What also if the battery on the phone dies, or someone forgets their phone? We believe this discriminates against certain sectors of the population, especially the deaf and those older people who don't have mobile/smart phones and is in our opinion in breach of the Equalities Act 2010.</li> <li>• It is fair enough the Council wish to remove cash from the parking machines but at least allow the payment machines to accept card payments (bank card or credit card).</li> </ul> <p>In conclusion, we broadly support the intentions of the Council's measures but we believe you are approaching it in the wrong way and at the wrong time, with the ongoing pandemic. It would be good if this decision was deferred for the foreseeable future. We hope you take on board the [.. association name ..] comments and objection.</p>	
571	Stops people using local shops	22/10/2020 18:48
572	I object as I think it will have a negative impact on local business. I remember before we were given an hours free parking and I would travel much further to places like the Purley Way to do my shopping. I am trying to shop local and I do not want to use public transport. IF I have to pay to pop to the shops I will go elsewhere.	22/10/2020 18:52
573	It will deter me from using local shops & make me more likely to drive to Redhill or Banstead where the shops are better anyway and where the first hour of parking is free	22/10/2020 19:02
574	You will further put off people from using local businesses and cause unnecessary congestion on side roads leading up to tge main shopping street. [same address as 576]	22/10/2020 19:03
575	I believe this will destroy local businesses, please don't do this	22/10/2020 19:13
576	Negative parking charges will deter people from using local shops [same address as 574]	22/10/2020 19:20
577	Community workers ie district nurses would have to pay which will gave a detrimental effect on them	22/10/2020 19:28

578	Introducing these charges is not supporting local businesses we will end up with high streets full of empty shops, more redundancies and higher crime levels..This country is already on its knees you should be supporting the community not penalising them for the councils major deficits.	22/10/2020 19:36
579	<p>The Council is consulting on the emissions based parking charges and I have a number of comments towards the consultation to be included in the responses.</p> <ul style="list-style-type: none"> <li>• The removal of the 30 and 60 minute free parking bays in the Borough is a retrograde step that will damage the local economy at a time when shops need shoppers and footfall. The removal of free parking bays could seriously harm attempts by businesses to get back on their feet.</li> <li>• The proposals overall are detrimental for local businesses, at a time when the council should be doing everything to support traders. The plans will discourage people to shop local and could actually encourage people to use their car and drive to shopping districts in neighbouring boroughs. This will be detrimental to local traders and, ironically, worse for local air quality.</li> <li>• It discriminates against low earners. This policy disadvantages those who lack the finances to change car quickly.</li> <li>• It is unlikely to deliver improvements in air quality as mileage is not considered in the new charging scheme. Many people will be penalised by this scheme despite being responsible for only minimal emissions.</li> <li>• There is no way to measure success or failure. It is very unclear what difference these changes will make to air quality and the council has no mechanism for measuring whether it has had any impact.</li> <li>• There are significant conflicting aims of the scheme - the council has cited this policy as one that will help them recover from their financial crisis by raising an extra £1m. This suggests they do not really expect behaviour change to result from it. Questions have been raised as to whether it has really been designed in order to raise money for the Council rather than to cut vehicle emissions.</li> </ul>	22/10/2020 19:36
580	I disagree with the removal of the free period of paking. This supports local, usually independent, businesses. At a time when the high street is suffering, we should not be making it harder for people to shop in these locations. People will still need to shop, so traffic reduction will not happen. Those shoppers will simply go where it is easier....to Tesco, the Purley Way etc. Pollution will not decrease and could in fact increase. Secondly, it is complicated. People will not appreciate what charges will be applicable to them. Even if their charge is solved by technology an element of doubt will still be created, and again drive people to larger stores with their own parking. If you do introduce this, then charging should also apply at out of town shopping areas along the Purley Way.	22/10/2020 19:37
581	The high streets are struggling and can't compete with out of town shopping centres with free parking. Not everyone can walk it cycle to local shops or carry shopping home	22/10/2020 19:52
582	Local trade to be impacted in already tough times	22/10/2020 19:54
583	I object to the proposal as this will have a negative financial impact on people with older vehicles	22/10/2020 20:16

584	Removal of free 30 min or hour - will have negative impact to parents and elderly who need to drive and those carrying heavy items e.g groceries or items to donate to charity shops Increase in costs for cars with emissions as not all can afford other cars and all cars should be charged the same	22/10/2020 20:28
585	I object to this proposal as It will have an adverse effect on the trade of local shops. It won't encourage people to walk/cycle but will stop passing trade and push people out to other places	22/10/2020 20:29
586	Local businesses are already struggling and these parking charges will put an end to small high streets. Very unnecessary to start these charges.	22/10/2020 20:30
587	By taking away free parking will seriously impact local high street shops which are already struggling. In addiscombe due to the councils ineptness at the delays fixing Blackhorse lane bridge our local shops have suffered enough - an appalling idea	22/10/2020 20:37
588	This policy will kill off the little business that are still surviving. Parking is so expensive in Croydon already.	22/10/2020 20:40
589	Vehicles are already taxed by Central government based on their emissions. This scheme should not be introduced.	22/10/2020 20:46
590	Please use this entry and disregard my previous entry which was submitted in error I object to this scheme because it will penalise people who can't afford lower-emission cars but who are reliant on their own vehicle. I object to this scheme because it will choke off footfall to already struggling small businesses. I object to the scheme because this council is demonstrably responsible for incoherent transport policy, not to say fiscal incompetence. So a transport scheme revenue raiser is the worst of all worlds Please can you ensure these comments are included in the consultation? [previous submission is discounted]	22/10/2020 20:48
591	It will have a very negative effect on all local high-street businesses, driving trade down in an already difficult time. Beneficial for neither businesses or residents.	22/10/2020 20:56
592	There will be a serious impact on business in purley who are already struggling in these awful times. Introducing parking charges is just greed.	22/10/2020 21:00
593	I am against anything that damages local trade as it is hard enough for them now. Removing free parking for thirty minutes will destroy local trade and many businesses will close	22/10/2020 21:03
594	Financial. I could not afford to use local area.	22/10/2020 21:06
595	It will affect a lot of people's businesses and its unfair as its not the general publics fault that Croydon Council are bankrupt. It will put people off going there. There is already not enough parking and businesses are already suffering because of covid	22/10/2020 21:24
596	The introduction of parking charges in these bays will be of huge detriment to local businesses shops and leisure facilities.	22/10/2020 21:35
597	I am in favour of discouraging car use and promoting less polluting forms of transport. Nevertheless the 30 mins free parking outside local shops has been well received and I believe has benefitted local businesses on our local high street. Removing this at a time when so many local businesses have suffered (due to Covid restrictions) is detrimental to the	22/10/2020 21:36

	viability of those businesses and will cause further economic hardship and exasperation with a council perceived as being out of touch with its communities.	
598	I'm a local small business and struggling to survive as it is with a pandemic and the disastrous LTN's which have caused unnecessary distress and have had a negative impact on trading. The working class and BAME community have suffered enough and this will penalise the poorer within our community during a time that we are all struggling just to survive and make ends meet.	22/10/2020 21:39
599	Removal of the free parking will make access to local shops very difficult. This will impact the local shops as people will reduce their visits to the high street. In particular when I have hospital appointments for my son I utilise the free parking due to the extortionate fees at the hospital.	22/10/2020 21:39
600	Another scheme to drive business away from Croydon town centre. Well done!	22/10/2020 21:44
601	Having just purchased a newer car for my retirement I am to be penalised for not being in the position to afford a new car. Getting old and in ilhealth a vehicle is a must for shopping and hospital visits. I have supported Croydon council for 66 years and this is how we are treated. Thanks	22/10/2020 21:50
602	I don't own a car, but I am very worried about the impact this scheme will have on equity. In our area, most of the people who drive to the high street are older, single parents with children, disabled, or of limited mobility, and for them it's essential. Punishing people for their disability, age, or children seems really unfair. If you introduce this scheme, there should be exceptions for the charges for everyone who cannot physically bike or walk, has too many children to fit on a bike, is carrying heavy loads, dropping off items at charity shops, doing heavy shopping, or can't afford an electric car. Secondly, I am very concerned about the effect of this on local businesses. Making parking more difficult in public spaces mean people will drive to large stores with private parking. As a result, a lot of traffic from those groups that fill up streets during daytime (mums and elderly mostly) will be missing, and it will drive a lot of shops out of business.	22/10/2020 21:52
603	Because it puts those with older vehicles at a disadvantage	22/10/2020 22:03
604	New Addington is an area of deprivation with low incomes and high unemployment. Most residents would not be able to manage finances to be able to buy vehicles that comply to theses new arrangements, nor have the funds to maintain these new rulings.	22/10/2020 22:05
605	My child goes to explore learning twice a week for 1hr each session. During this time I do shopping in boots & sainsburies and card factory and on occassions I have nails done or waxing or use the post office. There are two car parks already in Purley and I pay and display in the Russell Hill car park. Why do we need the bays to change? Families who rely on free parking for short stops will stop coming to local shops. You took the pubs now your killing the high street trade, nothing will be left but flats and tesco's!!!	22/10/2020 22:11
606	Negative impact on Local businesses. This will drive people away from the high street even more	22/10/2020 22:19

607	The impact it will have on small business will be devastating. They rely on people who can make a quick stop and the introduction of paid parking will deter people from stopping. This will lead to businesses closing due to lack of customers, which will lead to empty properties and eventually less money to the council for business rates and local high streets will become dead zones and the sense of community will be gone forever.	22/10/2020 22:23
608	I object to the new proposed parking charges, the reasons are listed below; It unfairly penalises those who are unable to afford to buy a new less polluting vehicle and have that no choice but to drive for various reasons such as, the elderly, vulnerable and those having to drive to and from work as public transport takes too long especially if you have children at school that you need to drop off and pick up at certain times. Having to use an app to benefit from the lower charges even if your car falls into one of the lower categories again unfairly penalises those who are unable or unwilling to use the app. Removing limited time free parking along shopping parades will have a detrimental effect on small businesses at a time when they are already massively struggling to stay afloat.	22/10/2020 22:31
609	<p>I am writing to object/register my concerns to the planned changes around emission based charging and the removal of free parking bays in district centres. I am concerned that the changes will be:</p> <ul style="list-style-type: none"> <li>• Detrimental for local businesses, at a time when the council should be doing everything to support traders – not only will this discourage people to shop local, it could encourage people to jump in the car and drive to shopping districts in neighbouring boroughs. This will be detrimental to local traders and, ironically, worse for local air quality. The removal of free parking bays could seriously harm attempts by businesses to get back on their feet. The removal of free parking bays will really hurt high streets at a time when they are already struggling. If this really has to be done, does it have to be done now?</li> <li>• Discriminates against low earners – this policy disadvantages those who lack the cash to change car quickly.</li> <li>• Unlikely to deliver improvements in air quality – mileage is not considered in the new charging scheme. Many people will be penalised by this scheme despite being responsible for only minimal emissions.</li> <li>• No way to measure success or failure – it's very unclear what difference these changes will make to air quality and the council has no mechanism for measuring whether it's had any impact.</li> <li>• Conflicting aims of the scheme - the council has cited this policy as one which will help them recover from their financial crisis by raising an extra £1m. This suggests they do not really expect behaviour change to result from it. Questions have been raised as to whether it's really been designed to raise money.</li> </ul>	22/10/2020 22:31
610	I agree with the proposed move to emissions-based parking charges, as it's an important step in Croydon's transition to carbon neutrality. However, I fundamentally disagree with the removal of free parking in district centres. I live in a hilly part of the borough and whilst I am happy to walk if I'm accessing services (bank, cafes, hairdressers, etc), I have limited options for active travel when shopping for goods. There is no viable public transport between my home and my local district centre. Being able to pop to the shops and make use of an hour's free parking is essential for quick 'top-up' shops. Removing free parking will make me go elsewhere - to Caterham, Banstead or Wallington. If you want me to shop local and support Croydon businesses, then you need to find a way to offer a limited amount of free parking. I use parking apps and don't see why it isn't possible for the app to take account of free parking (this has happened when I've used apps to park elsewhere).	22/10/2020 22:49

611	This is targeting lower income families specifically. The introduction of parking charges will not discourage car usage as those of lower income homes will need a car but will make life hard harder. At this time of people losing jobs, delivery drivers and key shift workers are more than ever in need of personal transport. Hitting them on this way can decimate a family from surviving to sinking.	22/10/2020 22:53
612	I cannot support the removal of free parking spaces on the High Street. The impact on local businesses will kill the already struggling high Street. A full equality impact Street is needed which will highlight the fact this decision will adversely effect the community and exacerbate and widen the inequality gap.	22/10/2020 23:00
613	I think it would be a mistake to charge for the parking spaces that are currently free for an hour. The ability to park for a short period brings a regular trade to the local businesses. I use the local shops in Purley much more because I know I can park free for an hour. Within that time I frequently visit 3-4 shops, bringing much needed income to the local area. Not everyone is within easy walking distance, especially if you are doing a food shop. I could not walk home from Purley with multiple shopping bags and public transport doesn't access close enough to my home to be usable. Trade and shops will suffer if all parking is paid for. Those that need more than an hour can use the big car park and pay there.	22/10/2020 23:02
614	I'm all for clean air but this clearly is a money making scheme for the Council. How will will you support shoppers getting in to town? What happens to mums and dads dropping of their kids on the school run? Why can't you spend some money on CCTV to pin point the fly tippers on Hillside Road? That would generate you a small fortune! What are you doing about charging points for electric cars?	22/10/2020 23:04
615	This will stop me from shopping locally which could and will have an effect on the business of New Addington. Which in turn effects the people who depend on these shops.	22/10/2020 23:05
616	This is a unnecessary scheme that yet again targets the motorist to make money for the council. Residents who want to pop to local businesses will no longer do so. People will not pay for 2 hours when they should not have to. It appears that people who drive will be charged to shop at their local stores, they will just go to supermarkets instead. This will have a detrimental effect on local high streets and businesses who are already struggling in the borough, This will drive away customers therefore the council will lose out with business rates revenue. Not everybody is able to walk or cycle to their local shops therefore this is a discriminatory charge to motorists, If this proposal goes ahead it will be the end of local stores, resulting in job losses etc. This is unnecessary It will drive business and customers away. I will not be using local shops if I have to pay to park. The council should be coming up with smarter ways to make money rather than targeting motorists.	22/10/2020 23:08
617	I object to the abolishment of one hours free parking. I try very hard to support local business and knowing I can park for one hour free aids this. I drop and collect my daughter from [.. unique activity ..] every Saturday, parking for maybe 5 minutes each time. If I had to pay twice for this parking I'd reconsider sending her there. I frequently use Sainsbury's local in Purley and find it very convenient that I can park outside and nip in. If I have to pay I'll probably go to Tesco. If I need to pick up a prescription at Boots I park for free, and will nip to Lorimers for a birthday card, Coughlans for a cake, the dry cleaners, a charity shop - or one of the cafes for a coffee. You can accomplish quite a lot in that one hour and support several business. I can think of no positives to removing this free parking other than to line the (empty) pockets of Croydon Council	22/10/2020 23:09



	and Tesco Purley - where most people will end up going. We need to support our local high street as much as we can at the moment.	
618	Those of us in poorer areas are more likely to own older cars & will not be in a position to buy a newer more compliant vehicle, therefore will be penalised with higher parking charges. The poor stay poor & the rich get richer!	22/10/2020 23:19
619	It will have a negative impact, people will shop elsewhere. I already shop in wallington because there is free and easy parking for quick trips to chemist, food shops etc, also are disabled drivers exempt.	22/10/2020 23:25
620	I'm disabled person and would affect me to pay for parking permit .	22/10/2020 23:28
621	I feel it is very useful to have 30 min free parking in the local centres to allow you to quickly pop in and get something on your way home or have a look at local shops. I think it is very important for local high streets to ensure that people support local independent businesses instead of buying on amazon. I don't feel that free parking encourages more people to drive.	22/10/2020 23:36
622	I'm concerned about the impact on independent retailers and local high streets. People will choose the free private parking at the supermarkets and retail parks, to the further downfall of local high streets.	22/10/2020 23:37
623	I am a domiciliary carer and sometimes have to park on roads, we do not get money back for the parking from the company so I will have to lessen my hours and have my pay reduced and I cannot afford that with what hours I do have already.. and all the people that do live around and can not get a driveway.. where will they park for free? I think that is disgusting.. I wouldn't want to visit shops unless its at least an hour free to start with like some high streets in some surrounding areas.	22/10/2020 23:45
624	We are already taxed for emissions under DVLA Road Tax Pay & display charges were raised & it's now too expensive to park & shop local in South Croydon Affects the elderly & disabled who can't walk far or carry shopping bags - these are the customers that keep local shops going It will encourage people to shop online & will eventually kill small shopping areas like its killed Croydon Town centre	22/10/2020 23:56
625	<p>The introduction on 30 minutes and 1-hour free parking was introduced to encourage people to shop and use the facilities of local district centres in Croydon as against similar facilities in other surrounding boroughs. We believe that this has been successful and should not be forgotten or dismissed.</p> <p>We now wish to update response and now register it as a formal objection.</p> <p>We wish to make the following points:</p> <ul style="list-style-type: none"> <li>• Extension of on street parking to 2-Hours</li> <li>• Emission Based Charging and new charges.</li> <li>• Division in to 30 minutes periods.</li> <li>• Removal of one hour and 30-minute free parking.</li> <li>• Failure to recognise that District centres are destinations.</li> <li>• Failure to recognise competition from district centres in neighbouring boroughs</li> <li>• Failure to recognise that district centre shops have to compete with Supermarkets and out of town retail outlets with free parking.</li> <li>• Equalities.</li> </ul>	23/10/2020 09:05

- Covid-19 pandemic.

Extension of on street parking to two hours: We welcome this and have requested this for some considerable time, that in the district centres such as Coulsdon there should be 2-hour parking with one hour free and one hour paid in divisions of 30 minutes. We believe that this would help business such as physiotherapist, dentist and many others where you require more than an hour appointment. We believe that this would be both beneficial to both businesses that need a high turnover and those that need a longer period, while also providing the council with more income.

The paper submitted by the Executive Director of Place on the 9th September 2020 does seem to recognise this and is now recommending extending the parking period in district centres to 2-hours. It clearly shows the average stay in Coulsdon is 57 minutes indicating that there is a need for a longer parking period.

It also makes reference to observations of parking in Coulsdon Town on 30th January 2020 where “it is apparent that several local drivers meter feed – “i.e. repeatedly replace the 1-hour free ticket without actually moving the vehicle”. We are not disputing this statement other than it shows that there is a clearly a need for more than the 1-hour parking and there is possibly a lack of enforcement. We are of the view that introducing the part free and part paid system will reduce the problem considerably and raise revenue for the council.

Emission Based Charging and New Charges: We are not objecting to the emission-based charging principle and understand the need to improve air quality especially in town centres. The paper also talks about encouraging people to walk and cycle to the local shops which in principle we support. However, it does not take into consideration that Coulsdon like other district centres are not only local shops. They are destination centres as well. The paper does not take into consideration either the topography of locations such as Coulsdon which is situated in a valley surrounded by hills making walking and cycling difficult, especially with the demographics of older people living around Coulsdon.

Division in to 30 minutes charging periods: This is consistent with what we have been asking for and have no objection to this and the proposed charges in periods of 30 minutes.

Removal of 1-hour and 30-minute free parking: We are of the view that the introduction of charging for the whole period especially the first 30 minutes will encourage those who just want to pop into a shop to not pay and take a chance on poor enforcement and therefore will not produce an increase in revenue.

Failure to recognise that District Centres are destinations: It would seem unfair to compare Coulsdon and other district centres with that of the high street shops in the southern part of Croydon High Street where the average parking is only 27minutes. It does not take into consideration that this is because they are different types of retail outlets to that of Coulsdon and the shopping experience and need for parking is different. Coulsdon being a destination with much reduced passing trade since the opening of the A23 Coulsdon Bypass while the High Street is that of passing trade with different needs.

Failure to recognise competition from district centres in neighbouring boroughs: We are concerned about possible changes to existing on street parking in the local district centres and the effect that this could have on businesses in Coulsdon and other district centres. Local district centres across the borough have to compete for business with other local district centres in nearby other local authority areas that have an element of free parking.

The paper submitted by the Executive Director of Place on the 9th September 2020 has not been taken this into

	<p>consideration. I give the example of Coulsdon that has to compete with Wallington in Sutton, Caterham in Tandridge and Banstead and Reigate in Reigate and Banstead. This was recognised in the past and to help with this an hour free parking was introduced into local district centres such as Coulsdon. Other District centres face competition from district centres in Bromley and Lambeth.</p> <p>Failure to recognise that district centre shops have to compete with Supermarkets and out of town retail outlets with free parking : Not only do local independent traders in district centres have to compete with supermarkets in their own location. They also have to compete with out of town retail outlets all of which have free parking.</p> <p>Equalities: On equalities we would point out that many people do not have smart phones and are not computer literate. This applies to people with reduced mobility and to people of all ages. Therefore, it is important that there remains the ability to pay for parking at the meter by more than one means such as: cash, contactless bankcard, text or phone call. We can understand that you may not want to have to collect cash. If this is the case, then at least parking meters should allow payment by contactless bankcard.</p> <p>Covid-19 pandemic: Although these charges will not apply to until January 2021. We feel it is wrong to remove the element of free parking during the Covid-19 pandemic when shops and businesses in district centres are struggling to survive and are in competition with many large and multinational online companies.</p> <p>In conclusion: We believe that a small element of free parking and up to two hours parking will be both in the local district centres interest and will raise the most revenue and be in the council's interest. A small element of free parking well sign posted will encourage use of district centres both for passing trade and for those whose destination is Coulsdon or another district centre for appointments and business meeting enabling the district centre to compete with surrounding district centres in other boroughs</p> <p>We would therefore ask that you take into consideration all these points and keep a small element of free parking in district centres in line with the reason that an element of free parking was introduced. To enable them to remain viable which is particularly difficult during the present Covid-19 pandemic, against their competition in district centre in other boroughs an out of town retail outlets. Along the lines that was suggested at the town centre walk round at the beginning of the year with Councillor Manju Shahul-Hammed, where it was suggested that town centre parking should be the first half hour would be free and a charge for up to two hours in 30 minutes periods.</p>	
626	<p>I am writing to express my objections to the new planned emissions zone. I appreciate the deadline has gone to do the survey.</p> <p>Firstly only 22 days seems to have been given to object. The official asking for comments went out on 1 October with a deadline of 22 October which seems a ridiculously period for such an important matter.</p> <p>I only found out about it by reading the email sent out by Croydon Council to it's Newsletter subscribers. It was buried on a scrolling set of topics so hardly visible. It was not mentioned in the last Council printed newsletter sent to all residents in hard copy. I wonder why not as the scheme has been in planning many months?</p>	27/10/2020 14:13

Firstly if you are a resident and have off street parking you do not pay the charge in the zones stipulated which by anybody's idea of fairness is unjust just because some are unlucky enough not to have off-street parking.

If I drive in from outside the Borough and park in an NCP carpark I do not pay but I pollute.

If I drive through Croydon I pollute but do not pay.

Seemingly to use the system I have to have a phone App but if I have no phone that takes an app I will need to pay a charge of say £480 (2 year minimum hire at say £20pm) to get a phone capable of using an app.

Sadly again this is a typical Croydon Scheme designed to be "high profile and Green", but discriminatory for residents in the zones, and overlooking all the through traffic which wont pay but pollutes expecting the residents to pay.

The Council uses lots of diesel lorries for waste movements. As most of these live in off-road compounds I don't suppose the Council will pay towards its pollution via its waste system. Why not? That way all residents share the burden.

Where does TfL pay for its non all electric buses garaged in Croydon? Again they should pay so that this is reflected in the fares so the public is aware of Green scheme costs on fares. The railways in Croydon hauls goods by diesel and has some passenger diesels. I do not see Croydon going to the operators and demanding its pollution money. Too political to address? Yet again the Croydon resident car driver pays for all the others.

Have you made any estimates of how much pollution will be saved?

I did ask after a year about the reductions in accidents/injuries when the 20mph limit was introduced. I was told that no records were kept before the limit or after showing any reductions, so I expect any emissions savings will be hot air and unprovable. Go for the headline and forget the results.

## LONDON BOROUGH OF CROYDON

To: All Members of Council  
Croydon Council website  
Access Croydon & Town Hall Reception

### **PUBLIC NOTICE OF KEY DECISIONS MADE BY EXECUTIVE DIRECTOR OF PLACE ON 18 DECEMBER 2020**

This statement is produced in accordance with Regulation 13 of the Local Authorities (Executive Arrangements) (Meetings and Access to Information) (England) Regulations 2012.

In accordance with the Scrutiny and Overview Procedure Rules, the following decisions may be implemented from **1300 hours on 31 December 2020** unless referred to the Scrutiny and Overview Committee (ie after 13.00 hours on the 6th working day following the day on which the decision was taken). The call-in procedure is appended to this notice.

The following apply to the decision below:

**Reasons for these decisions:** As set out in the Part A report.

**Other options considered and rejected:** As set out in the Part A report.

**Details of conflicts of interest declared by the decision maker:** None

**Note of dispensation granted by the Head of Paid Service in relation to a declared conflict of interest by that decision maker:**

The Leader of the Council has delegated to the decision maker the power to make the Key Decisions noted out below:

**Decision Title: EMISSION-BASED PARKING CHARGES**

**Key Decision No:**

Having carefully read and considered the Part A report, and associated confidential Part B report, and the requirements of the Council's public sector equality duty in relation to the issues detailed in the body of the reports, the Executive Director of Place in consultation with the **Cabinet Member**

**Details of decision:**

That in accordance with the delegation from Cabinet on 25 March 2019, the Executive Director Place, having consulted with the Cabinet Member for Sustainable Croydon:

- 1) Considered the responses received (Appendix 4) to the consultation on the proposed Traffic Management Order that would introduce emission-based

P&D parking charges, which includes the introduction of maximum 2-hour emission-based P&D parking charges in the places where 1-hour free P&D parking currently exists.

- 2) Agreed that there are no significant changes as a result of the consultation which would necessitate further consultation.
- 3) Agreed to introduce the emission-based P&D parking charges detailed in the Public Notices that was consulted on and are shown in Appendix 1 and 2.
- 4) Agreed for officers to inform the objectors of the above decision and reasons.

**Signed:** Council Solicitor and Monitoring Officer

**Notice Date:** 18 December 2020

## Scrutiny Referral/Call-in Procedure

1. The decisions may be implemented **1300 hours on FIELD\_CALL\_EXPIRY** (the 6th working day following the day on which the decision was taken) unless referred to the Scrutiny and Overview Committee.
2. The Council Solicitor shall refer the matter to the Scrutiny and Overview Committee if so requested by:-
  - i) the Chair and Vice Chair of the Scrutiny and Overview Committee and 1 member of that Committee; or for education matters the Chair, Vice Chair and 1 member of that Committee; or
  - ii) 20% of Council Members (14)
3. The referral shall be made on the approved pro-forma (*attached*) which should be submitted electronically or on paper to Victoria Lower by the deadline stated in this notice. Verification of signatures may be by individual e-mail, fax or by post. A decision may only be subject to the referral process once.
4. The Call-In referral shall be completed giving:
  - i) The grounds for the referral
  - ii) The outcome desired
  - iii) Information required to assist the Scrutiny and Overview Committee to consider the referral
  - iv) The date and the signatures of the Councillors requesting the Call-In
5. The decision taker and the relevant Chief Officer(s) shall be notified of the referral who shall suspend implementation of the decision. The Chair of the Scrutiny & Overview Committee shall also be notified.
6. The referral shall be considered at the next scheduled meeting of the Scrutiny & Overview Committee unless, in view of the Council Solicitor, this would cause undue delay. In such cases the Council Solicitor will consult with the decision taker and the Chair of Scrutiny and Overview to agree a date for an additional meeting. The Scrutiny & Overview Committee may only decide to consider a maximum of 3 referrals at any one meeting.
7. At the Scrutiny & Overview Committee meeting the referral will be considered by the Committee which shall determine how much time the Committee will give to the call in and how the item will be dealt with including whether or not it wishes to review the decision. If having considered the decision there are still concerns about the decision then the Committee may refer it back to Cabinet for reconsideration, setting out in writing the nature of the concerns. The Cabinet shall then reconsider the decision, amending the decision or not, before making a final decision.
8. The Scrutiny and Overview Committee may refer the decision to the Council if it considers that the decision is outside of the budget and policy framework of the Council. In such circumstances, the provisions of Rule 7 of the Budget & Policy Framework Procedure Rules (Part 4C of the Constitution) apply. The Council

may decide to take no further action in which case the decision may be implemented. If the Council objects to Cabinet's decision it can nullify the decision if it is outside the Policy Framework and/or inconsistent with the Budget.

9. If the Scrutiny and Overview Committee decides that no further action is necessary then the decision may be implemented.
10. If the Council determines that the decision was within the policy framework and consistent with the budget, the Council will refer any decision to which it objects together with its views on the decision, to the Cabinet. The Cabinet shall choose whether to either amend, withdraw or implement the original decision within 10 working days or at the next meeting of the Cabinet of the referral from the Council.
11. The responses of the decision-taker and the Council shall be notified to all Members of the Scrutiny and Overview Committee once the Cabinet or Council has considered the matter and made a determination.
12. If either the Council or the Scrutiny and Overview Committee fails to meet in accordance with the Council calendar or in accordance with paragraph 6 above, then the decision may be implemented on the next working day after the meeting was scheduled or arranged to take place.
13. **URGENCY:** The referral procedure shall not apply in respect of urgent decisions. A decision will be urgent if any delay likely to be caused by the referral process would seriously prejudice the Council's or the public's interests. The record of the decision and the notice by which it is made public shall state if the decision is urgent and therefore not subject to the referral process. The Chair of the Scrutiny and Overview Committee must agree that the decision proposed cannot be reasonably deferred and that it is urgent. In the absence of the Chair, the Deputy Chair's consent shall be required. In the absence of both the Chair and Deputy Chair, the Mayor's consent shall be required. Any such urgent decisions must be reported at least annually in a report from the Leader including the reasons for urgency.

**Signed:** Council Solicitor and Monitoring Officer

**Notice Date:** 18 December 2020

**Contact Officers:** [victoria.lower@croydon.gov.uk](mailto:victoria.lower@croydon.gov.uk) and [cliona.may@croydon.gov.uk](mailto:cliona.may@croydon.gov.uk)



**PROFORMA**

**REFERRAL OF A KEY DECISION TO THE  
SCRUTINY AND OVERVIEW COMMITTEE**

For the attention of: Victoria Lower, Democratic Services & Scrutiny  
e-mail to  
[Victoria.lower@croydon.gov.uk](mailto:Victoria.lower@croydon.gov.uk) and [cliona.may@croydon.gov.uk](mailto:cliona.may@croydon.gov.uk)

Meeting:  
Meeting Date:  
Agenda Item No:

**Reasons for referral:**

- i) The decision is outside of the Policy Framework
- ii) The decision is inconsistent with the budget
- iii) The decision is inconsistent with another Council Policy
- iv) Other: Please specify:

---

---

---

**The outcome desired:**

**Information required to assist the Scrutiny and Overview Committee to consider  
the referral:**

Signed:

Date:

Member of \_\_\_\_\_ Committee

This page is intentionally left blank

## PROFORMA

### REFERRAL OF A KEY DECISION TO THE SCRUTINY AND OVERVIEW COMMITTEE

For the attention of: Victoria Lower, Democratic Services & Scrutiny  
e-mail to [Victoria.lower@croydon.gov.uk](mailto:Victoria.lower@croydon.gov.uk) and [cliona.may@croydon.gov.uk](mailto:cliona.may@croydon.gov.uk)

#### Key Decision:

Title: EMISSION-BASED PARKING CHARGES

Key Decision No: 0220PL

#### Reasons for referral:

- i) The decision is outside of the Policy Framework: Yes
- ii) The decision is inconsistent with the budget
- iii) The decision is inconsistent with another Council Policy: Yes
- iv) Other:

#### ***The decision is outside of the policy framework***

Croydon Council is not allowed to use car parking charges as a fiscal measure. This is widely acknowledged in the paperwork. The timing of this increase argues that this is exactly how the measure is being used:

- It has appeared in two documents about managing emergency funds for the council
- Evidence suggests that car usage is falling in Croydon. So that can't be a justification for introducing the policy now
- While the money will be ringfenced, it seems as if Croydon is now trying to fund a higher proportion of the road maintenance budget from parking charges. This effectively frees up money from elsewhere, or prevents cuts elsewhere. Either way it is using car parking charges as a fiscal measure.

If the council is anticipating additional funds as a result of these measures (and it is), please can it provide evidence as to how it will use these funds to better maintain Croydon's roads. Especially as it is now planning to only maintain roads to "safest minimum levels."

#### ***The decision is inconsistent with another council policy***

The council has stated that one of its corporate priorities is to support and encourage local businesses.

These charges will be bad for local businesses, especially when combined with the corresponding decision to remove free parking bays.

This will especially hit areas that border Bromley (Shirley / Addiscombe / Selsdon / Crystal Palace). Charges are cheaper there. And businesses that are near Caterham (Coulson), where parking is generally free.

In recent years, the council has made parking cheaper on the basis that this is what local businesses need to thrive. What evidence is there that this situation has

changed?

**The outcome desired:**

1. To gain reassurance that charges are not being used as a fiscal measure
2. To gain reassurance that this policy does not compromise the council's commitment to local businesses
3. To secure reassurance that this policy has been considered in context with wider changes to parking policy and that the collective impact of all these has been considered by members as a whole

**Information required to assist the Scrutiny and Overview Committee to consider the referral:**

Croydon's analysis of car ownership across the borough.  
Details of Croydon's plans to only maintain roads to the "safest minimum levels"  
Details of any assessments Croydon has made about the impact on business

Signed: Sean Fitzsimons      Date: 23/12/2020

Member of \_\_\_\_\_ Committee