

Controlled Parking – Frequently Asked Questions

1. What is a Controlled Parking Zone?

This is an area where parking activities are controlled by waiting restrictions (yellow lines) and parking bays.

2. At what times will the restrictions apply?

The proposed scheme’s hours of operation will mirror those of the existing neighbouring South Norwood Controlled Parking Zone, 9am to 5pm, Monday to Saturday. Most existing zones in the Borough operate Monday to Saturday and it is proposed to consult occupiers on this.

3. How long would I be able to park for during operational hours?

Permit holders and Disabled Blue Badge holders will be able to park for an unlimited period within parking bays, providing a valid permit/Blue Badge is displayed.

4. Who is eligible for parking permits?

Any business with a business address within the zone and any resident with a vehicle registered at an address (if planning conditions do not prevent the issuing of parking permits) within the zone would be eligible for a parking permit. Information on how to apply for a permit will be sent to all consultees in due course if it is decided to proceed with the scheme.

5. What about our visitors?

Visitors would only need to pay for parking during the hours of operation of the zone. During operational hours, visitors must pay via the cashless pay by phone RingGo system or purchase a Resident Visitor Permit (obtained via the resident they are visiting using the cashless RingGo system, usually at a lower rate, depending on the length of stay, than the normal daily tariff).

6. Why can’t we have “resident only” parking?

The shared-use Permit / Pay by phone scheme proposed is more flexible, allowing visitors, including customers of local businesses and tradespeople, to park. The permit cost is subsidised by Pay by phone users. Existing shared-use schemes provide residents more flexibility to park during the hours of operation than unregulated parking as the majority of commuters are reluctant to pay for parking.

7. Is this not just a money making scheme?

It is a legal requirement that parking schemes are self-financed as no funding is available from Council Tax for these types of proposals. In outer areas, such as this proposed area, income levels are lower than town centre locations as parking demand is higher. Charges ensure that implementation and administration/enforcement costs can be covered over a number of years.

8. Resident permit charges are currently based on vehicle emissions.

Bands		CO ₂ emission (g/km)	Charge
Vehicle registration from March 2001	Band 1	< 1	£6.50
	Band 2	1 – 75	£65
	Band 3	76 – 165	£104
	Band 4	166 – 225	£146
	Band 5	> 225	£300
Before March 2001	Band 6	1,600 or less	£146
	Band 7	1,601 or more	£300

There is a surcharge for the **second permit of £50.**

9. Where would parking bays and yellow lines be marked?

Parking bays would be marked on the carriageway in safe locations and away from junctions and dropped crossings. Yellow line waiting restrictions would be introduced at locations where parking would be hazardous or cause obstruction.

10. Can you guarantee me a parking space outside my house?

It is not possible to guarantee anyone a particular space on the public highway.

11. How can it be ensured that motorists parking in the zone park legitimately?

Civil Enforcement Officers (CEOs) will patrol the roads within the zone during the controlled hours. CEOs can issue a Penalty Charge Notice (parking ticket) to any vehicle that is parked in a manner that contravenes parking regulations e.g. parking on a yellow line or within a parking bay without displaying a valid permit/virtual ticket via the cashless pay by phone RingGo system.

12. Will I be able to park across my driveway?

Yes, but only outside the controlled hours. It is not possible to mark bays across driveways as this would legalise obstruction.

13. What if I do not support the introduction of controlled parking?

Vote 'No' on the enclosed questionnaire - if the majority of respondents vote against controlled parking then a scheme is unlikely to go ahead in the area. However, please note that due to safety and access concerns for pedestrians the proposal to introduce double yellow line 'At any time' waiting restrictions on the south side of Albert Road and Eldon Park where vehicles currently park on the footway will be progressed, even if the majority of residents vote against parking controls. If the majority of respondents are in favour of a scheme there would be an opportunity to make further comments or object to the proposals at the Public Notice (detailed design) Stage when the scheme is formally advertised in the Croydon Guardian, by on-street notices and on the Council website.

14. What happens next?

The results of the consultation will be presented in a report to the Executive Director of Place to consider whether or not to proceed with the formal consultation on the CPZ scheme or whether to refer the matter to the next scheduled Traffic Management Advisory Committee (TMAC) meeting for consideration and onward recommendation to the Cabinet Member for Environment, Transport & Regeneration (Job Share) for decision. If the matter is referred to the TMAC meeting, which is scheduled to take place on 16 December 2020 at 6:30pm in the Town Hall, Katharine Street, Croydon, any reports will be available to view online on 9 December 2020 prior to the scheduled meeting using the following link www.croydon.gov.uk/democracy/dande/minutes.