

LONDON BOROUGH OF CROYDON

REPORT:	CABINET	
DATE OF DECISION	27 March 2024	
REPORT TITLE:	PROPOSED PARKING CHARGE AMENDMENTS 2024 / 2025	
CORPORATE DIRECTOR / DIRECTOR:	NICK HIBBERD, CORPORATE DIRECTOR OF SUSTAINABLE COMMUNITIES, REGENERATION & ECONOMIC RECOVERY	
LEAD OFFICERS:	KAREN AGBABIAKA, DIRECTOR STREETS AND ENVIRONMENT JAYNE RUSBATCH, HEAD OF HIGHWAYS AND PARKING DAVID WAKELING, PARKING DESIGN MANAGER Email: david.wakeling@croydon.gov.uk Telephone: 020 8726 6000 Ext. 28444	
LEAD MEMBER:	CLLR SCOTT ROCHE, CABINET MEMBER FOR STREETS AND ENVIRONMENT	
KEY DECISION? [Insert Ref. Number if a Key Decision]	YES	FORWARD PLAN KEY DECISION REFERENCE NO.1323EM The notice of the decision will specify that the decision may not be implemented until after 13.00 hours on the 6th working day following the day on which the decision was taken unless referred to the Scrutiny and Overview Committee.
CONTAINS EXEMPT INFORMATION?	NO	Public
WARDS AFFECTED:	ALL	

1 SUMMARY OF REPORT

- 1.1 The way that the council manages its parking and balances the competing uses of its limited roadside space is vitally important to the vibrancy and vitality of the town, district and local centres. The successful and safe movement of people and goods is critical to the borough including residents, businesses and our visitors. The Road Traffic Regulation Act 1984 gives the council power to introduce and operate parking schemes and give the opportunity for the public to engage with the council on proposals.
- 1.2 The Executive Mayor's Business Plan sets the main policy drivers for the new parking policy to be fair, supportive, transparent and efficient and the proposed amendments to the parking charges helps to meet these aims. The recommendations complement

Croydon's New Parking Policy and the proposed new charges, which are subject to statutory consultation, are aimed at simplifying parking charges and recognising that vehicles are increasingly more efficient, whilst not penalising the cost of the less efficient vehicles that may be more likely to be used by those that are less likely to be able to upgrade their vehicle.

- 1.3 This report is proposing changes to the existing emission bandings for parking permits and charged for parking as well as the introduction of some new parking charges. This compliments Croydon's new Parking Policy approved on 26 July 2023 that required the review of the current free short stay parking plus updating and simplifying the fees and charges. These proposals will undergo a statutory consultation process.
- 1.4 Retaining the one hour free parking arrangements in district and local centres and increasing the maximum stay to two hours, with a nominal fee for the second hour, supports the local economy ensuring the vitality of the borough.
- 1.5 The report seeks approval to commence statutory consultation where this is required for new parking charges.

2 RECOMMENDATIONS

- 2.1 For the reasons set out in the report and appendices, the Executive Mayor in Cabinet is recommended to:
- 2.2 Authorise officers to undertake statutory consultation on the proposed parking charges which include:
 - 2.2.1 To increase and retain the 1 hour free parking bays in district and local centres.
 - 2.2.2 To introduce a new 2 hour maximum stay for all 1 hour free parking bays with a nominal charge for customers that require longer parking.
 - 2.2.3 To increase to 1 hour the current 30 minute free parking arrangement in South End and Selsdon Road, South Croydon and London Road, West Croydon with new reduced fees for parking up to 2 hours so that all 1 hour free areas are consistent.
 - 2.2.4 For Central Parade Car Park, to extend the 30 minute free parking arrangement to 1 hour, matching the existing free parking arrangement in the Central Parade service road.
 - 2.2.5 To introduce a flat rate charge for on-street 12 hour maximum stay bays for parking events of more than 8 hours, reducing the current rates for long term parking.
 - 2.2.6 Reduction in the parking charges for West Croydon Station Car Park so that the charges of Town Centre Car Parks are consistent.

- 2.2.7 New charges for parking permits as set out in Appendix A, with no increase in the resident permit charge for the highest band 5 charges, and increasing the charges for other bands, together with an adjustment of emission bandings, recognising the improved efficiency of vehicles.
- 2.2.8 New On-street and Off-street (car parks) parking charges as set out in Appendix B and C, with an adjustment to the emissions bandings to reflect the improved efficiency of vehicles:
- **Band 1** – emission vehicles (Electric Vehicles) – reduced discount from 90% to 25%
 - **Band 2** – emission vehicles – reduced discount from 25% to 15% and amending the band from 1 to 185 grams/km CO₂ to 1 to 138 grams/km CO₂.
 - **Band 3** – emission vehicles – no increase in the existing band 3 tariff and adjusting the band so that it commences for vehicles emitting more than 138 grams/km CO₂ in place of the current 185 grams/km.
- 2.2.9 Increase in operational hours in district centre car parks from 7am to 6pm, Monday to Saturday to a 24 hour operation (Monday to Saturday) with a nominal flat fee (£2.20 for band 3 with 25% and 15% discounts for band 1 and 2 respectively) for parking between 6pm and 7am.
- 2.2.10 Standardise the no-return period for on-street parking from 1 to 2 hours for all payment bays.
- 2.2.11 Review of the permit charges for Housing residents and contractors.
- 2.3 Delegate authority to the Corporate Director of Sustainable Communities, Regeneration and Economic Recovery, in consultation with the Executive Mayor and Cabinet Member for Streets and Environment, to give public statutory notice of the above proposals and subject to receiving no objections, make the necessary Traffic Management Orders under the Road Traffic Regulation Act 1984 (as amended).
- 2.4 In the event that objections are received, delegate authority to the Corporate Director of Sustainable Communities, Regeneration and Economic Recovery in consultation with the Executive Mayor and Cabinet Member for Streets and Environment to consider the outcome of the consultation and determine whether Traffic Management Order/s under the Road Traffic Regulation Act 1984 (as amended) should be introduced.
- 2.5 Note that the proposals will be reported to the Scrutiny Streets and Environment Sub-Committee, this proposed to be at its upcoming meeting on 2 April 2024.

3. REASONS FOR RECOMMENDATIONS

- 3.1 As part of Croydon's New Parking Policy the council are reviewing parking fees and charges and parking permit products, simplifying the structures and improving the fairness of the charges. The updated fees and charges will be established in a way that simplifies the charging levels. This will help those parking with more transparent

information to understand the charge rates and make more informed decisions about where, when and how long they park.

- 3.2 The recommendations complement Croydon's New Parking Policy and the proposed new charges, which are subject to statutory consultation requirements, are aimed at simplifying parking charges and recognising that vehicles are increasingly more efficient, whilst not penalising the cost of the less efficient vehicles that may be more likely to be used by those that are less well of.
- 3.3 Retaining the 1 hour free parking arrangements in district and local centres and increasing the maximum stay to 2 hours, with a nominal fee for the second hour, supports the local economy ensuring the vitality of our districts and town centres.

4 DETAIL

- 4.1 This report recommends changes to existing fees, and the introduction of new fees and charges. Permit charges were last amended in April 2020 and on and off-street parking charges in January 2021.
- 4.2 Parking charges form a significant part of managing parking demand and are an integral part of the New Parking Policy for Croydon ensuring a balanced use of road space and ensuring the vitality of the Borough. The new policy aligns with the Executive Mayor's Business Plan in being fair, supportive, transparent and efficient in supporting residents and businesses whilst meeting the obligations of the air quality action plan. The council has a duty to undertake statutory consultation on changes to the parking charges and consider any objections.



- 4.3 The Council's authority to operate and set parking-related charges is defined by legislation. It is important to note that on-street parking charges cannot be set as a means to raise revenue and charges must have regard to the costs of administration and enforcement.
- 4.4 Permit and on-street parking charges can be set to ensure the council provides suitable and adequate parking facilities on the public highway, whilst ensuring this does not negatively effect traffic flow across the borough. The council is, therefore, able to set charges to manage demand and enable a more effective management of its kerbside for wider transport and environmental benefits.
- 4.5 The council's authority to operate and set parking-related charges is defined by legislation. It is important to note that on-street parking charges cannot be set as a means to raise revenue and charges must have regard to the costs of administration and enforcement.
- 4.6 Sections 45 and 46 of the Road Traffic Regulation Act 1984 (RTRA) provide the council with the power to manage parking by designating on-street parking places on the highway and charge for use of them and issue parking permits for a charge and restricting (or providing for) the use of such places by powers to designate parking places.
- 4.7 The setting of parking charges is a function which, like other functions under the RTRA, must be exercised in accordance with section 122 of the RTRA, 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 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 strategy prepared under section 80 of the Environment Act 1995 (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; and
 - any other matters appearing to the council to be relevant.
- 4.8 When exercising this function, the council must have regard to the Mayor of London's Transport Strategy as provided by sections 142 and 144(1)(a) Greater London Authority Act 1999. The strategy emphasises the need to develop and implement policies for the promotion and encouragement of safe, integrated, efficient and economic transport facilities and services to, from and within Greater London. This includes meeting the needs of persons living or working in, or visiting, Greater London.
- 4.9 Section 55 of the Road Traffic Regulation Act 1984 defines how any surplus from civil parking enforcement must be spent. This includes the provision of public transport services, highway maintenance and improvements, and environmental projects.

Resident and Visitor Permits

- 4.10 There are currently considerable discounts for Electric Vehicles with annual residents permits costing only £6.50 compared to £104 for the majority of permit holders, which is below the London average. It is proposed to increase the electric vehicles permit charge to the London average for these vehicles at £34. This is still a significant discount on the cost of permits for internal combustion powered vehicles which have remained the same for the last four years. It is proposed to increase band 2 to 4 resident permit charges by approximately 20%.
- 4.11 It is recognised that vehicles are becoming more efficient with a significant increase in electric vehicles and hybrids. Transaction figures for Croydon from RingGo show that between November 2022 and October 2023 the number of Electric Vehicles has almost doubled and overall, there was a reduction in the average emissions of 12%. It is likely that similar reductions in emissions have occurred with permits. It is proposed to reduce the emission bands to reflect this change and meet obligations under Section 122 of the Road Traffic Regulation Act 1984 including section 80 of the Environment Act 1995 (national air quality strategy). Some resident permit holders with vehicles falling into the 76 to 90 g/km CO₂ (band 2) will be subjected to a reduced permit fee (from £104 to £78) whilst those emitting between 131 and 165 g/km (band 4) will see an increase (from £104 to £175).
- 4.12 Currently the majority of resident's vehicles are in the 76 to 165 g/kmCO₂ band 3 charge and pay £104 per annum for a permit. It is proposed to increase the charge of the permit by 20% to £125 per annum and amend the band range to 91 to 130 g/km CO₂.
- 4.13 It is proposed to retain current permit charges for band 5 vehicles recognising the relatively high cost of this permit and the current cost of living pressures. It is also proposed to retain permit surcharge rates for:
- The second permit at the same address - £50
 - The third permit at the same address (renewals only) - £150
 - Non-Euro 6 compliant diesel vehicles that are registered before September 2015 - £50.
- 4.14 Resident Visitor Permits can be purchased by residents for their visitors, and these currently operate for half a day (4 hours for the majority of zones operating 9am to 5pm, Monday to Saturday). These operate on a Pay by Phone (RingGo) basis and match on and off-street bandings with band 1 being electric vehicles emitting less than 1 gram /kmCO₂, band 2 (1 to 185g/kmCO₂) and band 3 (more than 185 g/kmCO₂ and diesel engines that are registered before September 2015). District Centre visitor permits are charged at a lower rate than those purchased within the main Croydon CPZ reflecting the higher parking demand in the Croydon CPZ.
- 4.15 The current charges for visitor permits (4 hours for the majority of zones operating 9am to 5pm, Monday to Saturday) are 30p, £2 and £3 for the Central CPZ and 20p, £1.30 and £1.90 for the District CPZs – bands 1, 2 and 3 respectively. It is proposed to increase these charges to £2.25, £2.55 and £3 for the Central CPZ and £1.43, £1.62 and £1.90 for the District CPZs. The emission bandings for on and off-street parking charges are proposed to be in line with band 1 for electric vehicles, band 2 for vehicles

emitting between 1 and 138g/km CO₂ and band 3, those vehicles emitting more than 138 g/km CO₂ and diesels registered before September 2015.

Business Permits

- 4.16 It is proposed to amend the business permit bandings to mirror the bandings for resident permits with band 1 (electric vehicles), band 2 (1 to 90g/km CO₂), band 3 (91 to 130g/km CO₂), band 4 (131 to 190g/km CO₂ and band 5 (>190g/km CO₂ and pre-September 2015 diesels). Charges are proposed to increase by 20% so the annual permit will increase from £50 to £60, £100 to £129, £400 to £480, £500 to £600 for bands 1 to 4 respectively and no change to the current band 5 charge of £750.
- 4.17 The surcharges for the second, third and fourth permits at the same business address are proposed to remain the same - £50, £150 and £500. Please note that the maximum number of permits is two for the Croydon CPZ and four for the district centre CPZs.
- 4.18 Business permits can also be obtained for 3 months with proposed charges shown in Appendix A.

Other Permits

- 4.19 Other permits include All Zone Permits for on and off-street parking, Doctors Bay permits, Community Care Parking Permits, Council Permits and Charity Permits. The CO₂ bandings have all been amended to mirror those for the proposed Business and Resident Permits and similar 20% increases are proposed in the cost of the permits except for Band 5 vehicles which are proposed to remain the same as the current fee.
- 4.20 Community Care Permits are only available to registered NHS Care Staff who use their vehicles for visiting patients throughout the Borough. Council Permits (formally Statutory Undertakers permits) are those council employees who use their vehicles to carry out site statutory duties for the council only. Charity Permits are issued to registered charities only at the discretion of Parking Services.
- 4.21 It is proposed to review charges for Housing residents and Housing contractors permits.
- 4.22 A list of permit charges with the current and proposed charges are outlined in Appendix A.

On and Off-street Parking Charges

- 4.23 The majority of parking charges in the Borough are in on-street parking bays which are mainly shared between permit holders and Pay & Display / Pay by Phone users. This maximises flexibility for drivers ensuring that there are opportunities for visitors and customers to local businesses whilst giving priority to resident permit holders. Charges are a necessity in meeting supply and demand so that in general roads and car parks where parking demand is high, there are higher charges and shorter parking duration than lower demand areas.
- 4.24 The council's new proposal offers a balanced approach for parking, taking into consideration all vehicle types, whilst still recognising the environmental impacts of vehicles, and retains the Emission-Based Parking Charges for on-street parking. With the changing vehicle fleet since 2019, we have seen the uptake of electric vehicles

increase and as such we have reviewed the discount offer for this vehicle type, to ensure we are offering a discount regime that fairly reflects the vehicle fleet on the network.

- 4.25 As with permits it is proposed to amend the emission bands for on and off-street parking charges. Figures from RingGo pay by phone transactions in Croydon show that between November 2022 and October 2023 the number of electric vehicles using this method of payment has increased by 95% and the average emissions of vehicles reduced by 12% in the same period. These figures indicate a significant shift in the proportion of vehicles with lower emissions.
- 4.26 There are currently 3 bands for vehicles – Band 1 for electric vehicles, band 2 for vehicles emitting between 1 and 185g/km CO₂ and band 3 for those emitting more than 185 g/km CO₂ and for diesel vehicles registered before September 2015 (non-Euro 6 vehicles). It is proposed that the bandings will be reduced so that band 2 is for vehicles emitting between 1 and 138 g/km CO₂ and band 3 for vehicles emitting more than 138g/km CO₂.
- 4.27 It is proposed to reduce the current discount for band 1 and 2 vehicles. Currently there is a 90% discount for electric vehicles (band 1) and 25% for band 2 on the cost of parking on-street or in the car parks. It is proposed to reduce the discount from 90% to 25% and from 25% to 15% respectively. For example for a band 1 vehicle this will increase the cost of parking for one hour in an on-street Town Centre parking bay from 40p to £3, a band 2 vehicle from £3 to £3.40 with no change for band 3 vehicles at £4.
- 4.28 Currently most district centres and many local centres offer some free 1 hour maximum stay bays close to the businesses to ensure the viability of these centres. It is proposed to retain the 1 hour free period and introduce charged for parking for those customers who require to park for more than 1 hour up to a maximum of 2 hours. The proposed rates for parking of up to 1 hour 30 minutes and 2 hours maximum is proposed to be £1.20 and £2.40 respectively (band 3) with 25% and 15% discounts for band 1 and 2 vehicles respectively.
- 4.29 For consistency it is proposed to introduce the 1 hour free parking arrangements (and 2 hour maximum stay with the above proposed charges) in all current free areas including London Road, West Croydon and South End and Selsdon Road, South Croydon where there is currently 30 minute free parking and relatively high (£8 for 2 hour – band 3) charges.
- 4.30 The current free 30 minute period for parking in Central Parade Car Park, New Addington is also proposed to increase to 1 hour to match the parking bays in the service road.
- 4.31 Mobile parking (RingGo) has been in place since September 2014 as an alternative method of payment in both on and off-street parking and for Visitor Permits which are purchased by residents. The proportion of payments has increased significantly over the last few years and currently around 80% of parking sessions are now obtained using Pay by Phone rather than using cash or credit card at a Pay & Display machine. This has been led mainly through the discount that most drivers obtain.

- 4.32 Currently there is a linear tariff with a set rate for parking for each 30 minutes for on-street parking and 1 hour for off-street parking. For Croydon Town Centre car parks (which operate for 24 hours) there is a flat fee for parking durations in excess of 7 hours with a higher rate for parking for 24 hours. For District Centre car parks (which operate between 7am and 6pm, Monday to Saturday) the maximum charge is reached for parking durations of 6 hours.
- 4.33 It is proposed to incorporate a similar maximum rate for on-street parking for long-term parking (12 hour maximum stay bays in the N2 and West Thornton Permit zones), which operate between 8am and 8pm. It is proposed that the maximum stay is reached at 8 hours so the same rate is paid for parking durations over 8 hours. This reduces the fees to a more acceptable level, in areas that are predominantly residential. Transaction figures show that 85% of parking events across the borough are for parking up to 8 hours.
- 4.34 Extending the operational hours of district car parks recognises the fact these are used during the evening and a nominal charge addresses potential supply and demand issues. It is proposed to extend the operational hours of District Centre Car Parks which currently operate between 7am and 6pm, Monday to Saturday to a 24 hour operation and fixed tariffs of £1.65, £1.87 and £2.20 for bands 1, 2 and 3 respectively for parking between 6pm and 7am the following morning. Sunday charges are to remain free.
- 4.35 Currently there is a discrepancy in the no return period – the length of time where drivers cannot return to the same parking place (set of parking bays) after leaving. There is a mixture of 1 and 2 hour no return periods and it is proposed to standardise this to 2 hours, which reduces the number of the same vehicles returning to bays once they have left. This gives the opportunity for increased turn-over of spaces with new customers enabling businesses to thrive.
- 4.36 Appendix B outlines the existing and proposed on and off-street parking charges.

5 ALTERNATIVE OPTIONS CONSIDERED

- 5.1 The council has a statutory duty under the Traffic Management Act 2004 to manage road space and the expeditious movement of traffic.
- 5.2 No alternative options have been considered as the previous policy only covers the period 2019-2022 and without the proposed parking charges being in place, the council would be making decisions about parking in the absence of any cohesive framework which is aligned to our corporate priorities.
- 5.3 Please note that these proposals are subject to statutory consultation.

6 CONSULTATION

- 6.1 In accordance with Section 46 of the Road Traffic Regulation Act 1984 if the proposals within this report relating to any new parking charges, they will be required to be

published in a local paper (Croydon Guardian) and London Gazette for a minimum of 3 weeks and that any objections to the proposals will be considered before a decision is made either to introduce the charges as advertised, amend or withdraw them.

6.2 To ensure transparency it is proposed to consult on the new parking charges which include:

- amendments to the emission-based charges for permits and on & off-street parking charges.
- Retaining the current one-hour free parking arrangements that are in most district and local centres and including an additional nominal charge for those wishing to park for up to 2 hours.
- Replacing 30-minute free parking arrangements in London Road, West Croydon, South End & Selsdon Road, South Croydon and the Central Parade car park, New Addington with one-hour free parking with a reduced charge the second hour in London Road, South End and Selsdon Road.
- Standardising the no return period at all on-street parking places within the borough to two hours from the time the vehicle leaves the parking place.
- To introduce a flat rate charge for on-street 12 hour maximum stay bays for parking events of more than 8 hours, reducing the current rates for long term parking.
- Reduction in the parking charges for West Croydon Station Car Park so that the charges of Town Centre Car Parks are consistent.
- Increase in operational hours in district centre car parks from 7am to 6pm, Monday to Saturday to a 24 hour operation (Monday to Saturday) with a nominal flat fee for parking between 6pm and 7am.

6.3 It is proposed that any objections to these proposals will be considered in delegated decision report in consultation with the Executive Mayor and Cabinet Member for Streets and Environment and, if approved, make the necessary Traffic Management Orders under the Road Traffic Regulation Act 1984 (as amended).

6.4 The proposed parking charges will be considered by Streets & Environment Scrutiny Sub-Committee on 2 April 2024. Recommendations from the committee will be considered in the delegated decision report that finalises the new tariffs. It is proposed that the new tariffs will be included in a made notice on 20 June with implementation from 1 July 2024.

7 CONTRIBUTION TO COUNCIL PRIORITIES

7.1 Providing the ability to pay for parking helps to manage the demand of parking especially in areas of parking stress and within Controlled Parking Zones give a higher

priority for resident permit holders where non-permit holders are required to pay for parking and may be limited to a maximum stay.

- 7.2 The proposals to retain one-hour free parking and charged for parking for between 1 and 2 hours, with relatively low charges for most district and local centres, will help to support the regeneration of the borough and meet the Mayor's Business Plan objective of Croydon being a place of opportunity of business, earning and learning.

8 IMPLICATIONS

8.1 FINANCIAL IMPLICATIONS

- 8.1.1 The proposed parking charges support the Medium-Term Financial Strategy for the period 2024 to 2028 (2024-28 SAV SCRER 002).

- 8.1.2 Summary of report under consideration and the cumulative effect on budgets:

	Current Year	Medium Term Financial Strategy – 3 year forecast		
	2023/24 £'000	2024/25 £'000 (*)	2025/26 £'000 (*)	2026/27 (*)
Revenue Budget Available				
Expenditure	0	0	0	0
Income	(10,507)	(10,507)	(11,458)	(11,458)
Effect of decision from report				
Expenditure	15	0	0	0
Income	0	(951)	0	0
Adjusted Budget				
Expenditure	0	0	0	0
Income	(10,507)	(11,458)	(11,458)	(11,458)
Capital Budget available				

Expenditure	0	0	0	0
Income	0	0	0	0
Effect of decision from report				
Expenditure	0	0	0	0
Income	0	0	0	0
Adjusted Budget	0	0	0	0

8.1.3 Revenue and Capital consequences of report recommendation

The cost of advertising the Traffic Management Order for the new parking charges has been estimated at £15k. This cost can be contained within the available revenue budget.

8.1.4 The effect of the decision

Should the proposal be agreed then this will align the budgets to the Medium-Term Financial Strategy for the period 2024 to 2028 (2024-28 SAV SCRER 002).

8.1.5 Risks

As parking activities be that P&D or Permitted Parking are a subject to demand the associated budget for Fees and Charges are only an indicative projected figure and may fluctuate from these original projections.

8.1.6 Future savings/efficiencies

Although not currently projected there may be future savings / Income derived from the proposed change in Fees and Charges which would be dependent on the demand for those particular activities.

8.1.7 Comments approved by Darrell Jones, Acting Head of Finance SCRER, on behalf of the Director of Finance and S151 Officer Investment & Risk. 29 February 2024.

8.2 LEGAL IMPLICATIONS

8.2.1 Sections 6, 45, 46, 46A, 47, 49, 124, Schedule 1 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.

8.2.2 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 1996 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 and considered by the decision maker before the Order is made.

- 8.3.3 By virtue of Section 122(1) of the RTRA, the Council must exercise its powers under that Act, including in relation to charging for parking, 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. Decisions by the Courts show that this duty needs to be balanced in substance against the factors which may point in favour of imposing a restriction on that movement specified in Section 122(2). Broadly, these factors are, the desirability of securing and maintaining reasonable access to premises, the effect on the amenities of any locality affected, including the importance of regulating and restricting heavy commercial vehicles, the national air quality strategy, the importance of facilitating public service vehicles, the safety and convenience of people using or wanting to use such vehicles, and any other matters appearing to the authority to be relevant.
- 8.2.4 The Council must have proper regard to the matters set out at Section 122(1) and (2) and specifically document its analysis of all relevant Section 122 considerations when reaching any decision.
- 8.2.5 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.
- 8.2.6 When designating and charging for parking places the authority should be governed solely by the section 122 purposes. Charging may be justified provided it is aimed at the fulfilment of the statutory purposes which are identified in section 122 (broadly referred to as “traffic management purposes”). Such purposes may include but are not limited to, the cost of provision of on-street and off-street parking, the cost of enforcement, the need to “restrain” competition for on-street parking, encouraging vehicles off-street, securing an appropriate balance between different classes of vehicles and users, and selecting charges which reflect periods of high demand. What the authority may not do is introduce charging and charging levels for the purpose, primary or secondary, of raising section 55(4) revenue.
- 8.2.4 Comments approved by — Head of Litigation & Corporate Law on behalf of the Director of Legal Services and Monitoring Officer. (19/03/2024)

8.3 EQUALITIES IMPLICATIONS

- 8.3.1 Under the Public Sector Equality Duty (PSED) of Equality Act 2010, decision makers must evidence consideration of any potential impacts of proposals on groups who share the protected characteristics, before decisions are taken. This includes any decisions relating to how authorities act as employers; how they develop, evaluate and review policies; how they design, deliver and evaluate services, and also how they commission and procure services from others.

8.3.2 Section 149 of the Act requires public bodies to have due regard to the need to:

- Eliminate unlawful discrimination, harassment, victimisation and any other conduct prohibited by the Act.
- Advance equality of opportunity between people who share a protected characteristic
- Foster good relations between people who share a protected characteristic and people who do not share it.

8.3.3 An equality analysis was undertaken and identified an adverse impact for some older people and some disabled people and introducing a Pay Point option for those that do not have mobile phones or wish to pay for parking using cash. Pay Point has been used for the recent trials and has proven to be a viable alternative, depending on the location of these businesses to the parking bays, although only used by a very small proportion of users.

8.3.4 Approved by: Helen Reeves – Head of Strategy and Policy (18/03/2024).

8.4 HUMAN RESOURCES IMPACT

8.4.1 There are no immediate human resource implications arising from this report. However, if any HR issues arise these will be managed under the council's corporate HR policies and procedures.

8.4.2 Approved by: Dean Shoesmith, Chief People Officer. (6/3/2024)

8 APPENDICES

9.1 Appendix A Existing and proposed parking permit charges.

9.2 Appendix B Existing and proposed on-street parking charges.

9.3 Appendix C Existing and proposed off-street (car park) parking charges.

9.4 Appendix D: Figure 1 – Controlled Parking Zones
Figure 2 – Free parking in district and local centres
Figure 3 – Council Car Parks

9 BACKGROUND DOCUMENTS

10.1 None

APPENDIX A – Permit Charges

(Please also see Appendix D, figure 1 - Controlled Parking Zones)

APPENDIX A – Permit Charges

Residents parking permits (annual, 12 months)

Charge Band	Existing CO2 emission (g/km)	Existing charge	Proposed CO2 emission (g/km)	Proposed new charge
Band 1	<1	£6.50	<1	£34
Band 2	1 – 75	£65	1 – 90	£78
Band 3	76 – 165	£104	91 – 130	£125
Band 4	166 – 225	£146	131 – 190	£175
Band 5	>225	£300	>190	£300
Vehicles registered Before March 2001	>1601cc	£300		£300
	<1601cc	£150		£150

Surcharge for a second permit at the same address, whatever the charging band.	£50
Surcharge for a third permit at the same address, whatever the charging band. [note*]	£150

Implemented on a renewal basis. First time permit admin fee applies.

* The third residents permit is no longer available for new permit applications. The third permit is available on a renewal basis only.

Resident's visitor permit (half day) for inner zones (i.e. the North, N1, South, East Outer, East Inner, E2 and West permit zones)

Charge Band	Existing CO2 emission (g/km)	Existing charge	Proposed CO2 emission (g/km)	Proposed new charge
Band 1	<1	£0.30	<1	£2.25
Band 2	1 – 185	£2.00	1 – 138	£2.55
Band 3	>185	£3.00	>138	£3.00
Vehicles registered before March 2001		£3.00		£3.00

Resident's visitor permit, (half day) for outer zones (i.e. all permit zones within Croydon not listed above)

Charge Band	Existing CO2 emission (g/km)	Existing charge	Proposed CO2 emission (g/km)	Proposed new charge
Band 1	<1	£0.20	<1	£1.43
Band 2	1 – 185	£1.30	1 – 138	£1.62
Band 3	>185	£1.90	>138	£1.90
Vehicles registered before March 2001		£1.90		£1.90

* Diesel surcharge also applies.

Business parking permits (annual, 12 months)

Charge Band	Existing CO2 emission (g/km)	Existing charge	Proposed CO2 emission (g/km)	Proposed new charge
Band 1	<1	£50	<1	£130
Band 2	1 – 75	£100	1 – 90	£300
Band 3	76 – 165	£400	91 – 130	£480
Band 4	166 – 225	£500	131 – 190	£600
Band 5	>225	£750	>190	£750
Vehicles registered before March 2001		£750		£750

Surcharge for a second permit at the same address, whatever the charging band.	£50	£50
Surcharge for a third permit at the same address, whatever the charging band. [note*]	£150	£150
Surcharge for a fourth permit at the same address, whatever the charging band. [note*]	£500	£500

Implemented on renewal basis. First time permit admin fee applies.

* The third and fourth business permits are not available at addresses within the Croydon Central CPZ (i.e. the North, N1, South, East Outer, East Inner, E2 and West permit zones).

Business parking permits (quarterly, 3 months)

(Proposed to withdraw this permit)

Diesel surcharge on parking permits

Date diesel vehicle registered	surcharge (1/2 day)	surcharge (3 months)	surcharge (6 months)	surcharge (12 months)
From September 2015	Nil	Nil	Nil	Nil
Before September 2015	£0.50	£16	£30	£50

The diesel surcharge is applied to any permit type, new application or renewal, whatever the charging band and in addition to any other surcharges already being applied.

All Zones on and off-street parking permit (annual, 12 months)

Charge Band	Existing CO2 emission (g/km)	Existing charge	Proposed CO2 emission (g/km)	Proposed new charge
Band 1	<1	£100	<1	£325
Band 2	1 – 75	£300	1 – 90	£750
Band 3	76 – 165	£1000	91 – 130	£1200
Band 4	166 – 225	£1300	131 – 190	£1460
Band 5	>225	£1600	>190	£1600
Vehicles registered Before March 2001		£1600		£1600

First time permit admin fee applies. Diesel surcharge applies.

All Zones on and off-street parking permit (half year, 6 months)

Charge Band	Existing CO2 emission (g/km)	Existing charge	Proposed CO2 emission (g/km)	Proposed new charge
Band 1	<1	£60	<1	£195
Band 2	1 – 75	£180	1 – 90	£450
Band 3	76 – 165	£600	91 – 130	£720
Band 4	166 – 225	£780	131 – 190	£936
Band 5	>225	£960	>191	£960
Vehicles registered Before March 2001		£960		£960

First time permit admin fee applies. Diesel surcharge applies.

Doctor's bay parking permit, (annual, 12 months)

Charge Band	Existing CO2 emission (g/km)	Existing charge Initial Permit	Existing charge Additional Permit *	Proposed CO2 emission (g/km)	Proposed new charge Initial Permit	Proposed new charge Additional Permit *
Band 1	<1	£60	£6	<1	£195	£19.50
Band 2	1 – 75	£180	£18	1 – 90	£450	£45
Band 3	76 – 165	£600	£60	91 – 130	£720	£72
Band 4	166 – 225	£780	£78	131 – 190	£936	£93.60
Band 5	>225	£960	£96	>190	£960	£96
Vehicles registered Before March 2001		£960	£96		£960	£96

Implemented on a renewal basis. First time permit admin fee applies. Diesel surcharge applies.

* Additional Doctors permit for the same doctors parking bay(s).

Community Care parking permit (annual)

Charge Band	Existing CO2 emission (g/km)	Existing charge *(6 months)	Proposed CO2 emission (g/km)	Proposed new charge *(12months)
Band 1	<1	£30	<1	£195
Band 2	1 – 75	£90	1 – 90	£450
Band 3	76 – 165	£300	91 – 130	£720
Band 4	166 – 225	£390	131 – 190	£936
Band 5	>225	£480	>190	£960
Vehicles registered Before March 2001		£480		£960

First time permit admin fee applies. Diesel surcharge applies.

Community Care parking permit (6 months)

Charge Band	Existing CO2 emission (g/km)	Existing charge (6 months)	Proposed CO2 emission (g/km)	Proposed new charge (6 months)
Band 1	<1	£30	<1	£98
Band 2	1 – 75	£90	1 – 90	£225
Band 3	76 – 165	£300	91 – 130	£360
Band 4	166 – 225	£390	131 – 190	£468
Band 5	>225	£480	>190	£480
Vehicles registered Before March 2001		£480		£480

Council (formally Statutory Undertaker) parking permit (annual, 12 months)

Charge Band	Existing CO2 emission (g/km)	Existing charge	Proposed CO2 emission (g/km)	Proposed new charge
Band 1	<1	£60	<1	£195
Band 2	1 – 75	£180	1 – 90	£450
Band 3	76 – 165	£600	91 – 130	£720
Band 4	166 – 225	£780	131 – 190	£936
Band 5	>225	£960	>190	£960
Vehicles registered Before March 2001		£960		£960

Implemented on a renewal basis. First time permit admin fee applies. Diesel surcharge applies.

Charity parking permit (annual, 12 months)

Charge Band	Existing CO2 emission (g/km)	Existing charge	Proposed CO2 emission (g/km)	Proposed new charge
Band 1	<1	£10	<1	£28
Band 2	1 – 75	£25	1 – 90	£64
Band 3	76 – 165	£85	91 – 130	£102
Band 4	166 – 225	£105	131 – 190	£126
Band 5	>225	£160	>190	£160
Vehicles registered Before March 2001		£160		£160

Implemented on a renewal basis. First time permit admin fee applies. Diesel surcharge applies.

Car Park Season Tickets / Permits

Town Centre Car Parks			Proposed new charges				
			Charge Band - CO2 emission (g/km)				
		Existing Charge	Band 1	Band 2	Band 3	Band 4	Band 5
			<1	1-90	91-130	131-190	>190
Res. Pass* Factory Lane	12 months	£400.00	£130.00	£300.00	£480.00	£600.00	£750.00
Jubilee Bridge Season Ticket	12 months	£700.00	£228.00	£525.00	£840.00	£1050.00	£1313.00
Jubilee Bridge^ Residents permit	12 months	£15	£5	£11	£18	£23	£28
Spices Yard Season Ticket	12 months	£920.00	£299.00	£690.00	£1,104.00	£1380.00	£1,660.00

* renewals only, no longer available (legacy arrangement)

^ Bourne Streets and Lower Church Road residents only

District Centre Car Parks			Proposed new charges				
			Charge Band - CO2 emission (g/km)				
		Existing Charge	Band 1	Band 2	Band 3	Band 4	Band 5
			<1	1-90	91-130	131-190	>190
Central Parade Season Ticket	12 months	£500	£163.00	£375.00	£600.00	£750.00	£938.00
Central Parade Traders Permit	All day	£80	£26.00	£60.00	£96.00	£120.00	£150.00
Clifford Rd evening permit*	12 month	£60.00	£20.00	£45.00	£72.00	£90.00	£113.00
Garnet Road Season Ticket	12 month	£420.00	£140.00	£315.00	£504.00	£630.00	£758.00
Granville Gdns Season Ticket	12 month	£420.00	£140.00	£315.00	£504.00	£630.00	£758.00
Purley MSCP Season Tickets	1 month	£65.00	£21.00	£49.00	£78.00	£98.00	£122.00
	3 month	£180.00	£59.00	£135.00	£216.00	£270.00	£338.00
	12 month	£600.00	£195.00	£450.00	£720.00	£900.00	£1126.00
Sanderstead Rd Permit ^	12 month	£290.00	£95.00	£218.00	£348.00	£435.00	£544.00

* For Poets Court residents only Evening Permit - 7 max, 5pm to 9am, Monday to Sunday

^ For Vantage Point residents only – 10 max

Ad Hoc Permits

	Existing charge	Proposed new charge
Temporary 6 week resident permit	£12	£15
6pm to midnight + Sunday permit	£15	£18
Companion Badge	£33	£36

APPENDIX B – On-Street Parking Charges

(Please also see Appendix D, figure 1 & 2 - Controlled Parking Zones)

APPENDIX B – On-Street Parking Charges (refer to figure 1 – Appendix D)

Croydon CPZs, 2-hour max stay bays

in London Road (West Croydon Station to Sumner Rd) South End and Selsdon Road, South Croydon and Brighton Road (between Baines Close and Upland Road)

Tariff	Duration	Existing charges			Proposed New charges		
		Band 1	Band 2	Band 3	Band 1	Band 2	Band 3
Mon – Sat 9am - 5pm	30min	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00
	1hr	£0.40	£3.00	£4.00	£0.00	£0.00	£0.00
	1hr 30min	£0.60	£4.50	£6.00	£0.90	£1.02	£1.20
	2hrs	£0.80	£6.00	£8.00	£1.80	£2.04	£2.40
Sunday	All day	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00

Croydon CPZs, 2-hour max stay bays

(in the Central, East Inner, East Outer & West CPZs)

Note: Sunday & evening charges apply in Central CPZ only.

Tariff	Duration	Existing charges			Proposed New charges		
		Band 1	Band 2	Band 3	Band 1	Band 2	Band 3
Mon – Sat During CPZ hours	30min	£0.20	£1.50	£2.00	£1.50	£1.70	£2.00
	1hr	£0.40	£3.00	£4.00	£3.00	£3.40	£4.00
	1hr 30min	£0.60	£4.50	£6.00	£4.50	£5.10	£6.00
	2hrs	£0.80	£6.00	£8.00	£6.00	£6.80	£8.00
Sunday	1hr	£0.23	£1.73	£2.30	£1.65	£1.87	£2.20
	All day	£0.56	£4.20	£5.60	£4.20	£4.76	£5.60
6pm - Midnight Mon – Sun	1hr	£0.22	£1.65	£2.20	£1.65	£1.87	£2.20
	All night	£0.56	£4.20	£5.60	£4.20	£4.76	£5.60

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

Tariff	Duration	Existing charges			Proposed New charges		
		Band 1	Band 2	Band 3	Band 1	Band 2	Band 3
Mon – Sat During CPZ hours	30min	£0.10	£0.75	£1.00	£0.75	£0.85	£1.00
	1hr	£0.20	£1.50	£2.00	£1.50	£1.70	£2.00
	1hr 30min	£0.30	£2.25	£3.00	£2.25	£2.55	£3.00
	2hrs	£0.40	£3.00	£4.00	£3.00	£3.40	£4.00
	2hr 30min	£0.50	£3.75	£5.00	£3.75	£4.25	£5.00
	3hrs	£0.60	£4.50	£6.00	£4.50	£5.10	£6.00
	3hr 30min	£0.70	£5.25	£7.00	£5.25	£5.95	£7.00
	4hrs	£0.80	£6.00	£8.00	£6.00	£6.80	£8.00
	4hr 30min	£0.90	£6.75	£9.00	£6.75	£7.65	£9.00
	5hrs	£1.00	£7.50	£10.00	£7.50	£8.50	£10.00
	5hr 30min	£1.10	£8.25	£11.00	£8.25	£9.35	£11.00
	6hrs	£1.20	£9.00	£12.00	£9.00	£10.20	£12.00
	6hr 30min	£1.30	£9.75	£13.00	£9.75	£11.05	£13.00
	7hrs	£1.40	£10.50	£14.00	£10.50	£11.90	£14.00
	7hr 30min	£1.50	£11.25	£15.00	£11.25	£12.75	£15.00
	8hrs	£1.60	£12.00	£16.00	£12.00	£13.60	£16.00
	8hr 30min	£1.70	£12.75	£17.00	£12.00	£13.60	£16.00
	9hrs	£1.80	£13.50	£18.00	£12.00	£13.60	£16.00
	9hr 30min	£1.90	£14.25	£19.00	£12.00	£13.60	£16.00
	10hrs	£2.00	£15.00	£20.00	£12.00	£13.60	£16.00
10hr 30min	£2.10	£15.75	£21.00	£12.00	£13.60	£16.00	
11hrs	£2.20	£16.50	£22.00	£12.00	£13.60	£16.00	
11hr 30min	£2.30	£17.25	£23.00	£12.00	£13.60	£16.00	
12hrs	£2.40	£18.00	£24.00	£12.00	£13.60	£16.00	
Sunday	1hr	£0.22	£1.65	£2.20	£1.50	£1.70	£2.00
	All day	£0.56	£4.20	£12.75	£4.20	£4.76	£5.60

APPENDIX C – Council Car Park Charges

(Please also see Appendix D, figure 3 – Council Car Parks)

Drovers Road and Duppas Hill Terrace

		Existing charges			Proposed New charges		
Tariff	Duration	Band 1	Band 2	Band 3	Band 1	Band 2	Band 3
Mon – Sat 9am - 5pm	30min	£0.15	£1.13	£1.50	£1.13	£1.28	£1.50
	1hr	£0.30	£2.25	£3.00	£2.25	£2.55	£3.00
	1hr 30min	£0.45	£3.38	£4.50	£3.38	£3.83	£4.50
	2hrs	£0.60	£4.50	£6.00	£4.50	£5.10	£6.00
	2hr 30min	£0.75	£5.63	£7.50	£5.63	£6.38	£7.50
	3hrs	£0.90	£6.75	£9.00	£6.75	£7.65	£9.00
	3hr 30min	£1.05	£7.88	£10.50	£7.88	£8.93	£10.50
	4hrs	£1.20	£9.00	£12.00	£9.00	£10.20	£12.00

APPENDIX D – MAPS





