

Controlled Parking Zone (CPZ) – 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 Controlled Parking Zone (i.e. 9am – 5pm). 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 forbid 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 opportunity 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 where parking demand is higher. Charges ensure that implementation and administration / enforcement costs can be covered within 5 to 10 years.

8. How much would permits cost?

Permit costs would match those of existing CPZs, which are **currently**:

Residents

- £80 per year for first vehicle
- £126 per year for second vehicle (**maximum of 2 permits per household**)
- There is a one off £30 administration charge for all new applicants

Businesses

- £123 for three months per vehicle
- £382 per year per vehicle (**maximum of 2 vehicles per business**)
- There is a one off £30 administration charge for all new applicants

Please take note of the following information on the proposed changes to permit charges:

Permit charges are currently being reviewed and from **October 2019** are proposed to be based on vehicle emissions.

Although the following charges for residents' permits have been agreed through the Council's Informal Cabinet Committee in March they are subject to consultation in which any objections would need to be considered before they are implemented. The charges for residents' permits are proposed to be as follows:

Vehicle registration from March 2001	CO ₂ emission (g/km)	Proposed new charge
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	n/a	£300

It is proposed that there will be a surcharge for the second permit of £50 so that for the majority of vehicles emitting between 76 and 165g/km the cost of the second permit would be £104 + £50 = £154.

(**Please note** that proposed changes to Business Permits and Visitor permits have yet to be finalised and would be introduced at a later date, yet to be confirmed.)

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/pay and display ticket.

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. 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. Please note that if the majority of respondents in a small part of the consultation area are in favour of parking controls, then a recommendation could be made to proceed with the design of a scheme in this area / road alone.

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 next TMAC meeting, which is scheduled to take place on 10 July 2019 at 6:30pm in the Town Hall, Katharine Street, Croydon, any reports will be available to view 5 working days prior to the scheduled meeting by using the following link www.croydon.gov.uk/democracy/dande/minutes.