

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

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

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

## **3 DETAIL**

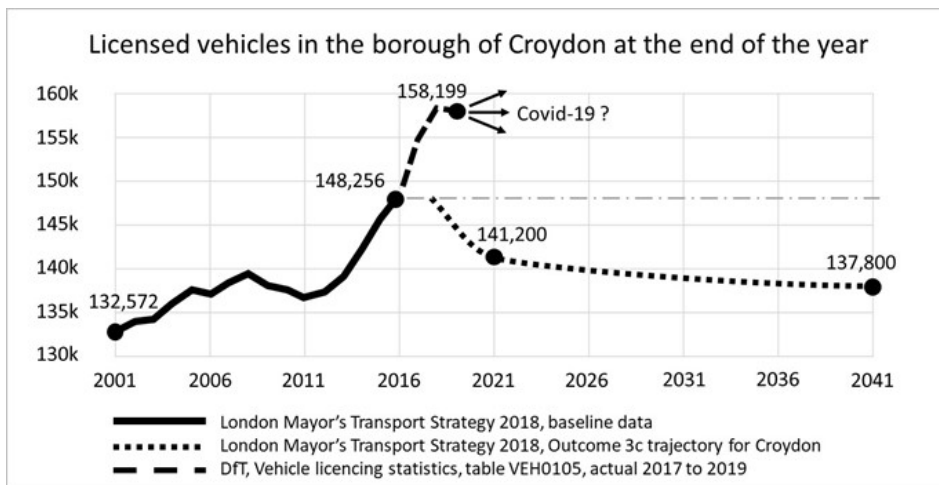
### **3.1 TRAFFIC MANAGEMENT OBJECTIVE**

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

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

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

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



- 3.1.9 Parking pressure is a growing problem. This became particularly evident during the recent Covid-19 lockdown, when more drivers stayed at home and many Controlled Parking Zone (CPZ) roads became overwhelmed. It became necessary to suspend parking enforcement, except for the most obstructive and dangerous parking. The situation presented a disservice to many residents who found it difficult to access their homes. Many residents had to park their cars several roads away from their homes and outside the CPZs, where they inadvertently impeded residents in these other areas.
- 3.1.10 When demand for parking in a location exceeds the available kerbside space, then parking space becomes a premium and drivers become more desensitised to the parking charges. The parking charges in effect lose their effectiveness in managing the excess demand. Maintaining parking charges at too low a level will insufficiently influence travel mode choices, such as the use of car clubs and cycling, and it will not help encouraging those who are able to give up a non-essential car.
- 3.1.11 Parking places across the Borough are generally oversubscribed, which indicates that current charges have not reached the price elasticity point. When one driver deselect using the car unnecessarily (which is a traffic management objective), then another is ready to take the space. In such a situation, parking charges should be increased until the sensitivity point is reached and a sufficient degree of car travel and parking is discouraged. Essential car owners, who needs to driver, will find easy accessible parking more valuable than cheap parking.
- 3.1.12 The Cabinet on 25 March 2019<sup>2</sup> agreed a phased approach to introducing emission-based parking charges. This includes the implementation of emission-based banding of parking charges in P&D destination parking places from 1 January 2021. Considering the costs and disruption from revising tariff information on 800+ signs and P&D machines, it is preferable to combine the

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

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

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

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

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

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

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

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

\* Obtained July 2020.

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

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

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

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

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

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

## 3.2 PRIOR ENGAGEMENT

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

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

## 3.3 PROPOSED CHARGES

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

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

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

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

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

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

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



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

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

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

### 3.4 **PUBLIC NOTICE**

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

### 3.5 **IMPLEMENTATION**

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

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

#### 4 FINANCIAL AND RISK ASSESSMENT CONSIDERATIONS

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

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

##### 2 The effect of the decision

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

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

##### 3 Risks

No particular financial risks are identified.

#### **4 Options**

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

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

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

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

### **5 LEGAL CONSIDERATIONS**

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

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

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

## **6 HUMAN RESOURCES IMPACT**

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

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

## **7 EQUALITIES IMPACT**

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

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

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

*Approved by: Yvonne Okiyo, Equalities Officer*

## **8 ENVIRONMENTAL IMPACT**

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

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

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

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

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

## **11 OPTIONS CONSIDERED AND REJECTED**

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

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### **CONTACT OFFICER:**

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

### **APPENDICES TO THIS REPORT**

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

### **BACKGROUND PAPERS**

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