

Croydon Council

REPORT TO:	TRAFFIC MANAGEMENT ADVISORY COMMITTEE 12 July 2018
SUBJECT:	PARKING CHARGES 2018 / 2019
LEAD OFFICER:	Shifa Mustafa, Executive Director of Place
CABINET MEMBER:	Councillor Stuart King, Cabinet Member for Environment, Transport and Regeneration
WARDS:	ALL
CORPORATE PRIORITY/POLICY CONTEXT: This report is in line with agreed objectives for parking charges as detailed in: <ul style="list-style-type: none">• Croydon Local Plan – Feb 2018• Local Implementation Plan 2; 2.8 Transport Objectives• Croydon’s Community Strategy 2013-18; Priority Areas 1, 2 & 3• Croydon Corporate Plan 2015 – 18• www.croydonobservatory.org/strategies/	
FINANCIAL SUMMARY: The proposals will be contained within existing budgets.	

For general release:

1. RECOMMENDATIONS

That the Traffic Management Advisory Committee provide comments to the Acting Cabinet Member for Environment, Transport and Regeneration (job share) regarding proposals as detailed within the report, namely:

- 1.1 That charges for Parking Permits identified in Appendix A remain at 2013/14 levels.
- 1.2 To remove the option of a 3rd residents’ permit at a household except in cases of permit renewals.
- 1.3 To continue the 1 hour free parking arrangement for district and local centre Pay & Display only parking bays.
- 1.4 Increase charges for commercial parking bay suspensions and parking dispensations detailed in paragraph 3.14 and identified in Appendix B.
- 1.5 Increase charges for Temporary Traffic Management Orders and Special Event Traffic Management Orders detailed in paragraph 3.15 and identified in Appendix B.
- 1.6 Increase Pay & Display / Pay by Phone charges in on-street bays by the minimum coinage of 10p for each 30 minute period and off-street car parks by 10p for each 60 minute period.

1.7 Increase Housing Residents' and Visitor Permits as outlined in paragraphs 3.6 to 3.8.

2. EXECUTIVE SUMMARY

- 2.1 This report considers the parking charges for the coming year and is requesting comments on proposals that all permit charges remain at 2013/14 levels. It is proposed that residential parking bay suspension and dispensation charges and shop mobility charges also remain the same but the on and off-street parking charges are increased by a minimum of 10p for each 30 minute and 1 hour duration for on and off-street parking respectively.
- 2.2 To reduce the demand on road space it is proposed to remove the availability of 3rd residential permits at a household except in the cases of permit renewals.
- 2.3 To maximum opportunities for businesses, it is proposed to retain the current 1 hour free parking arrangements in the district centres and local centres. These include Thornton Heath, London Rd (West Croydon), South Norwood, Addiscombe, Cherry Orchard Rd (East Croydon), South End & Selsdon Rd (South Croydon), Selsdon, New Addington, Purley and Coulsdon.
- 2.4 It is proposed to increase the charges of Temporary, Permanent, Emergency and Special event Traffic Management Orders which are mainly instigated by utility companies and developers.

3. DETAIL

- 3.1 In considering the parking charges for commencement in August 2018, ensuring the expeditious, convenient and safe movement of vehicle and other traffic has been taken into account. The majority of charged parking in the Borough is 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 have higher Pay & Display / Pay by Phone charges and shorter parking duration than lower demand areas.

Parking Permits – Appendix 1 details

Resident and Visitor Permits

- 3.2 Permit charges have largely remained unchanged since 2013 and it is proposed that due to the current economic uncertainty and fact that most residents have not had a significant increase in their salary that the current charges for residents' permits (£80, £126 and £305 for the 1st, 2nd and 3rd and final permit at a household) and visitor permits (£2 and £1.30 for the Croydon CPZ and District CPZs respectively for half day permits) are retained.
- 3.3 It is proposed that new third permits at a household should no longer be available. Although only a small proportion of households currently have a third permit (55 out

of approximately 9700 residents' permits – 0.6%) this has increased significantly since the previous year when less than half this number of households had a third permit. In the interest of reducing demand on permits and parking spaces only existing third permits will be renewed.

- 3.4 The current administration charge for the issue of new permits (not renewals) is proposed to be unchanged. If a permit is no longer required then a refund is payable based on a proportion of the permit remaining before expiry. It is proposed that the current administration charge for re-funds is also unchanged.
- 3.5 There is currently a monthly charge for temporary permits in the case where a resident that has just moved to a new address and has not yet been able to provide the relevant documentation that they are living at or the car is registered at the new address. It is proposed that this charge which is close to 1/12 of the annual charge for a permit remains the same.

Housing Estate Permits

- 3.6 There have been no changes in the Housing Estate Permit prices for the last 5 years although the cost of maintaining and improving Housing buildings including surrounding land has increased. In order to improve facilities and the environment for Council Tenants and bring the cost of the permits closer to the cost of on-street permits it is proposed to increase the cost of the annual permits to £39 for the first permit at a household and £78 for the second.
- 3.7 The daily Visitor permits currently work on a scratch card system where visitors scratch off the appropriate date on the permit. This is the system that was used for on-street residents' visitors until the Ringo cashless 'pay by phone' system was introduced a couple of years ago. It is proposed to include the same system for Housing Estates and increase the cost of permits slightly from the current £2.40 per day charge to £2.60.
- 3.8 It is also proposed to no longer incorporate the annual Visitor Permits but retain the concessionary Visitor Permit at an increased cost of £39 per annum in line with the residents permit. These permits are for residents that rely on regular visits by family members or helpers due to medical issues.

Business Permits

- 3.9 It is proposed that the annual Business Permit charges - £382/permit for up to 2 permits per business in the Croydon CPZ and £560 and £910 for the 3rd and 4th permit in District CPZs – remain unchanged.

Alternative Fuel Vehicles

- 3.10 It is proposed that the cost of permits for businesses that have Alternative fuel vehicles will remain the same. Businesses can obtain up to 4 permits. Alternative fuel vehicles include:
- A vehicle that is only propelled by electricity
 - A vehicle that is fueled only by Liquid Petroleum Gas (LPG)
 - A vehicle that is fueled only by Liquid Hydrogen Gas (LHG)

The following types of vehicle are not considered to be alternative fuel vehicles for the purposes of issuing a permit:

- Petrol / electric hybrid vehicles
 - Diesel / electric hybrid vehicles
 - Plug in petrol or diesel / electric hybrid vehicles
 - Vehicles converted to run on biodiesel or waste cooking oil (or similar)
- Any vehicle which uses a petrol or diesel powered motor to charge a battery used for propulsion or is capable of being switched over to propulsion by a petrol or diesel motor.

Doctors' and Neighbourhood Care Permits

- 3.11 No changes to Doctors' and Neighbourhood Care Permits are proposed.

Charity Permits

- 3.12 It is proposed that the current charge for Charity, remain in line with Resident Permits, with no increases. The definition of a charity is that it must be registered and the permit is to enable the charity to carryout its day to day work rather than to provide convenient low cost parking for commuters working at the charity.

Drivers with Disabilities

- 3.13 It is proposed to continue the arrangements for providing free parking for drivers with disabilities at Croydon Council controlled car parks and on the highway.
- 3.14 Companion Badges are available for disabled Blue Badge holders who prefer not to risk leaving their blue badge in their vehicle especially when parking for long periods such as within a disabled bay outside their home. It is proposed that the current charge of £30 per annum for issuing companion badges is unchanged.

Miscellaneous Parking Charges – Appendix 2

- 3.15 There are various charges which Croydon impose for parking bay suspensions and the creation of Traffic Management Orders for Special Events.
- 3.16 It is proposed to retain the current charges for residential suspensions and dispensations. It is proposed to increase the commercial rates for suspensions and dispensations by £10 per day and event suspensions from £930 to £980.
- 3.17 Parking Design charge for Temporary Traffic Management Orders (TMOs) mainly for statutory undertakers who may have to close a road in order to inspect or divert an underground utility. The charge covers the costs for Highways staff who meet with the contractors and Police to determine the necessary measures for the temporary TMO and Parking Services who draft the TMO and publish the notices. It is proposed to increase these charges (details in Appendix 2) in line with other similar London Boroughs.
- 3.18 The cost special Events Temporary Traffic Management Orders have remained the same for a number of years and in line with the increase in other Temporary TMOs it is proposed to increase the cost of these orders to £195.
- 3.19 It is proposed that the charges for the Shopmobility Scooter Rental operation from the Whitgift Centre Car Park are unchanged. This operation provides customers with restricted mobility opportunity to use the shopping facilities in Central Croydon. Currently the scheme operates between 9am and 5pm, Tuesday to Saturday and between 11am to 3pm on Sundays. This facility is likely to close by early next year once construction work on the Westfield development in the Whitgift Centre commences.

On and off-street Parking Charges – Appendices 3 & 4

- 3.20 A comprehensive review of on and off-street parking charges was carried out in 2016 with a simpler linear tariff being introduced with set rates per 30 minutes for on-street Pay & Display / Pay by Phone charges and per 1 hour period for off-street car parks. This was carried out as part of a fair parking policy to provide a consistent and fair approach across the Borough, in a cost-effective way, while complying with the legal duties placed upon it to protect people's rights to use and enjoy the highway.
- 3.21 It is proposed to increase on and off-street parking charges by 10p per parking duration – each 30 minutes for on-street and 1 hour for off-street car parks. The minimum coinage for Pay & Display machines is 10p. The new charges recognise the increase in parking demand and for the majority of on-street bays which are shared-use, the need to balance availability of spaces as permit holders can experience difficulty in finding vacant bays due to the number of Pay & Display users. There were no increases in on and off-street charges last financial year.
- 3.22 In September 2014 cashless parking in the form of 'Pay by Phone' method was rolled out for both on and off-street parking as an alternative method to Pay & Display. Labels on the machines display the number to call to register for payment via credit card. Currently the Council absorbs the fee imposed by the Pay by Phone company. In the long term it is hoped that more drivers will use this method of payment to reduce the need for so many Pay & Display machines and the costs involved in collecting cash as well as the high rates of theft and vandalism. There are a few Pay by Phone only bays in areas where it was deemed uneconomic to maintain a Pay & Display machine due to the small amount of cash received. Small tariff boards are placed below the signs to indicate the level of the Tariff.
- 3.23 In October 2011 parking charges were amended in the section of the London Road between West Croydon Station and Sumner Road to assist the businesses who were affected by the disorder in August 2011. It is proposed to retain the existing free parking for the first 30 minutes parking (with a ticket) for these 2 hour maximum stay Pay & Display only bays to encourage customers to shop locally in order to help businesses. For consistency and to avoid driver confusion two sets of one hour maximum stay bays in London Road between Sumner Road and Midhurst Avenue were amended in 2016 to 2 hours maximum stay matching the existing bays towards West Croydon.
- 3.24 On 7 January 2014 parking charges were amended in South End and Selsdon Road to help support local businesses by encouraging short term parking. It is proposed to retain the current free for the first 30 minutes rate to support the local businesses.
- 3.25 There are a number of one hour maximum stay bays in local and district centres designed specifically to increase the turn over of parking spaces and therefore improve parking availability for local businesses. In the current economic climate and in order to encourage customers to these areas it is proposed to retain the current one hour free parking (with ticket) in these areas. District centres with these bays include South Norwood, Thornton Heath, Purley and Coulsdon. Local Centres include Beulah Hill, Cherry Orchard Road, Lower Addiscombe Road, Addiscombe, Brighton Road (South Croydon), Selsdon and Old Lodge Lane (Purley).

4 CONSULTATION

- 4.1 In accordance with section 46A of the Road Traffic Regulation Act 1984 if the proposals within this report relating to any changes to parking charges are progressed, they will be required to be published in a local paper (Croydon Guardian) and London Gazette for a minimum of 3 weeks prior to the changes taking effect.

5 FINANCIAL CONSIDERATIONS

5.1 Revenue and Capital consequences of report recommendations

	Current Financial Year 2018/19 £'000	M.T.F.S – 3 year Forecast		
		2019/20 £'000	2020/21 £'000	2021/22 £'000
Revenue available				
Income	(6,141)	(6,141)	(6,141)	(6,141)
Effect of Decision from Report				
Income	(186)	(336)	(336)	(336)
Remaining Budget	<u>(6,327)</u>	<u>(6,477)</u>	<u>(6,477)</u>	<u>(6,477)</u>

5.2 The effect of the decision

- 5.2.1 The cost of advertising the variation to the Traffic Management Order for the parking charges and amending Pay & Display charges has been estimated at £15k, with an additional £40k of expenditure being expected to cover the cost of new tariff labels, new traffic boards and software changes to the P&D machines. These costs can be contained within the available revenue budget.
- 5.2.2 Parking charges have been re-modelled using updated assumptions from 2017/18. Taking into account the proposed changes in this report, the annual revenue budget will be increased by £336K. If the proposals are accepted, they will be implemented in September 2018 and £186k out of £336k will be delivered in the 2018/2019 financial year.

5.3 Risks

- 5.3.1 Risks include the following:

- Present economic climate could lead to fewer vehicles visiting the Borough and therefore a reduction in income.
- Customers using competitors' privately operated car parks, or visiting retailers and other activities in adjoining Boroughs and therefore reducing revenue.

- Any changes in the financial model's assumptions could result in income levels being less than expected.
- 5.3.2 These risks are not controllable by this Council and as such can only be monitored for impact.

5.4 Options

- 5.4.1 There are many combinations of tariff changes possible, all of which carry different levels of risk. The options have been taken based on consultation and consideration of demand.

5.5 Savings/ future efficiencies

- 5.5.1 Any additional costs arising from changes to parking charges will be absorbed within existing revenue budgets.

Approved by: Felicia Wright, Head of Finance – Place

6. COMMENTS OF THE COUNCIL SOLICITOR, AND MONITORING OFFICER

- 6.1 The Solicitor to the Council comments that there are no direct legal implications arising from the recommendations within this report as it is merely for comment. If these proposals progress to decision, the notice of variation of off-street and on-street parking charges are required to be given under Section 35C and Section 46A respectively of the Road Traffic Regulation Act 1984 (as amended).
- 6.2 The Local Authority has power to determine the amount charged for parking and parking permits. 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. Charges can be made for securing 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' having regard to:
- the desirability of securing and maintaining reasonable access to premises;
 - the effect on the amenities of any locality affected and the importance of regulating and restricting the use of roads by heavy commercial vehicles, so as to preserve or improve the amenities of the areas through which the roads run;
 - 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; and
 - any other matters appearing to the local authority to be relevant.
- 6.4 Recent High Court authority confirms 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.
- 6.5 Section 149 of the Equality Act 2010 sets out the new public sector equality duty replacing the previous duties in relation to race, sex and disability and extending the duty to all the protected characteristics i.e. race, sex, disability, age, sexual

orientation, religion or belief, pregnancy or maternity, marriage or civil partnership and gender reassignment. The public sector equality duty requires public authorities to have due regard to the need to:

- Eliminate unlawful discrimination, harassment and victimisation
- Advance equality of opportunity and
- Foster good relations between those who share a protected characteristic and those who do not.

6.6 Part of the duty to have “due regard” where there is disproportionate impact will be to take steps to mitigate the impact and the Council must demonstrate that this has been done, and/or justify the decision, on the basis that it is a proportionate means of achieving a legitimate aim. Accordingly, there is an expectation that a decision maker will explore other means which have less of a disproportionate impact.

6.7 The Equality Duty must be complied with before and at the time that a particular policy is under consideration or decision is taken – that is, in the development of policy options, and in making a final decision. A public body cannot satisfy the Equality Duty by justifying a decision after it has been taken.

6.3 Approved by Sandra Herbert, Head of Litigation and Corporate Law for and on behalf of Jacqueline Harris-Baker, Director of Law and Monitoring Officer.

7. HUMAN RESOURCES IMPACT

7.1 The amendment of the parking charges should not affect staffing levels within Parking Services.

7.2 Approved by: Sue Moorman, Director of Human Resources.

8. EQUALITIES IMPACT

8.1 Purley MSCP is covered by CCTV security cameras and other surface car parks are regularly patrolled by security and parking staff aiming to meet requirements for improved security particularly relevant for vulnerable people in the community.

8.2 Registered disabled drivers will be able to continue to benefit from free parking in all the Council’s on and off-street pay and display parking places and on yellow line waiting restrictions both in Croydon Town Centre and District Centres for up to 3 hours.

8.3 Parking Services operate a Shopmobility Centre for people with disabilities based at the Whitgift Car Park.

8.4 An initial Equalities Impact Assessment (EqIA) has been carried out and it is considered that a Full EqIA is not required. Disabled blue badge holders will continue to be able to park free of charge and for unlimited time on the on-street Pay & Display bays and the Council’s public car parks.

9. ENVIRONMENTAL IMPACT

- 9.1 The Mayor for London's Transport Strategy and the Council's interim Transport Plan/Local Implementation Plan are aimed at encouraging more use of public transport and other more sustainable travel modes as alternatives to progressive increases in car use. The excessive use of cars is considered to be detrimental to the environment by producing undue traffic congestion and pollution with disadvantages to all, including motorists and the local economy.
- 9.2 The linear parking charging structure introduced in February 2016 and proposed 1 hour free parking for 1 hour maximum stay Pay & Display bays is aimed at continuing to work towards the above sustainable objectives and also balancing the measures implemented with the needs of the local economy.

10. CRIME AND DISORDER REDUCTION IMPACT

- 10.1 There are no crime and disorder reduction impacts arising from this report.

11. REASONS FOR RECOMMENDATIONS

- 11.1 The proposals for comments are to increase the on and off-street parking charges by the minimum of 10p for each 30 minute parking duration (on-street) and 1 hour parking duration (off-street). The commercial parking bay suspension and dispensation and Temporary Traffic Management Order charges and other miscellaneous charges are proposed to increase to ensure continued viability of Parking Services.

12. OPTIONS CONSIDERED AND REJECTED

- 12.1 This report is for commend only and is not for decision. Members are invited to provide their views on the proposals.

**REPORT AUTHORS /
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BACKGROUND DOCUMENTS:

None.