

REPORT TO:	EXECUTIVE DIRECTOR OF PLACE 9 September 2020
SUBJECT:	EMISSIONS-BASED DESTINATION PARKING CHARGES FROM 1 JANUARY 2021
LEAD OFFICER:	Shifa Mustafa, Executive Director, Place
CABINET MEMBER:	Councillor Stuart King, Acting Cabinet Member for Environment, Transport & Regeneration (Job Share)
WARDS:	All
CORPORATE PRIORITY/POLICY CONTEXT/AMBITIOUS FOR CROYDON:	
<p>Croydon's Parking Policy 2019-2022 supports the following corporate strategies and policies:</p> <ul style="list-style-type: none"> • Our Corporate Plan for Croydon 2018-2022 • Air Quality Action Plan 2017-2022 • Croydon Local Plan • Health and Wellbeing Strategy • Local Implementation Plan (LIP3) • Croydon Cycling Strategy 2018-23 <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 maintaining reasonable access to amenities and to the National Air Quality strategy.</p>	
FINANCIAL IMPACT:	
The recommended consultation has a revenue expenditure of £3.5k.	
RECOMMENDATIONS:	
It is recommend to:	
1.1	Agree, for the reasons detailed in this report, to proceed with a statutory consultation on draft amendments to existing Traffic Management Orders that would introduce:
1.1.1	Emission-based parking charges structure in P&D parking bays.
1.1.2	Introduce maximum 2-hour emission-based parking charges in the places where 1-hour free parking currently exists.
1.2	If it is agreed to proceed to consultation at 1.1, delegate to the Highway Improvement Manager, Public Realm Directorate the authority to give the Public Notice on a draft amendment to the relevant Traffic Management Orders.
1.3	To note, the Executive Director will (in accordance with delegation from Cabinet dated 25 March 2019) consider the outcome of the consultation in consultation with Cabinet Member for Transport and Environment. Subsequently, subject to there being no significant issues raised which necessitate further consultation, finalise, agree and implement the Emission-Based Parking Charges proposals. Note that any significant issues raised in

the consultation which requiring significant changes or additional consideration or further consultation will be brought back to Cabinet for consideration.

2 EXECUTIVE SUMMARY

- 2.1 Revising the parking charges according to vehicle emissions was agreed in 2019 as Council policy. It has the traffic management purpose of influencing car ownership and use choices, to support the overarching national, regional and local drivers for addressing the borough's air quality and public health challenges.
- 2.2 Revising the 1-hour maximum free parking that currently exists in 460 district centre bays to 2-hour maximum charged parking and simultaneously making the charges emission-based. This supports the objectives stated in 2.1 and has a further traffic management purpose in improving access to amenities.
- 2.3 The Cabinet on 25 March 2019 delegated the Executive Director of Place the authority to consult, consider and implement emission-based parking charges in consultation with the Cabinet Member for Transport and Environment.
- 2.4 At the current stage of the statutory procedure for revising the structure of parking charges, this report recommends a public consultation on a draft amendment to the Traffic Management Orders to reflect the proposed new charges structure detailed in Appendix 1 and 2.
- 2.5 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.
 - Free parking places that are currently not restricted to 1-hour parking and do not operate pay and display machines.
 - Charges associated with parking bay suspensions and dispensations.
 - School Street access permits.
- 2.6 Subject to the recommendations being agreed, the statutory procedure defined in the RTRA1984 requires a 21-day Public Notice inviting objections to the proposed new parking charges structure.
- 2.7 Subject to the outcome of a consultation (as per 2.6) and a further decision process, the revised parking charges could eventually take effect on 1 January 2021 and be fully implemented by 15 February 2021.
- 2.8 The recommended consultation has a revenue expenditure of £3.5k, which would be absorbed within the existing operating budget.

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 duty to reduce the causes of congestion and air pollution from 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. 'Home parking' and 'destination parking' should be considered separately in this respect. Resident permits are generally associated with car ownership and home parking. P&D charges and season ticket permits are generally associated with destination parking. Destination parking impacts most on congestion, air pollution, public realm, health and safety. Destination parking conditions are also a significant influencer on travel mode decisions.
- 3.1.3 Croydon's Parking Policy 2019-2022¹, sets out that parking charges are operated in accordance with the RTRA1984.
- 3.1.4 The Cabinet on 25 March 2019² agreed a phased approach to introducing emission-based parking charges, where a restructuring of parking permit charges was introduced in October 2019 and April 2020, and where the destination P&D bay charges would be restructured in 2021. The emission-based charges address corporate objectives, by helping to encourage a switch to lesser polluting cars and also help influence the choices of those who are able to give up a non-essential car.
- 3.1.5 In terms of process, the Cabinet on 25 March 2019² agreed for the Executive Director Place, in consultation with the acting Cabinet Member for Environment, Transport and Regeneration (Job Share), to:
 - a) To undertake appropriate consultation on the proposals in relation to Emission-Based Parking Charges as detailed;
 - b) Consider the outcome of the consultation regarding Emission-Based Parking Charges; and
 - c) Subject to there being no significant changes which would necessitate further consultation, finalise, agree and implement the Emission-Based Parking Charges proposals. Note that any proposals requiring significant changes or further consultation will be brought back to Cabinet for consideration.
- 3.1.6 Across the district centre high streets there are currently 460 time limited 1-hr free parking bays, controlled with a free-issued 1-hour ticket from P&D machines. The nature of the free parking scheme does not facilitate the agreed emissions-based measure. Introducing a level of parking charges will enable the emissions scheme. As described below, the introduction of a level of parking charges and extending the time restrictions in the currently 1-hour free places would also help improve customer access/footfall and the attractiveness of public realm near shops and other business outlets in the district centres.
- 3.1.7 The 1-hour free arrangement was conceived as a promotional device aimed at supporting local businesses, by helping to attract car-borne shoppers and

encouraging short term parking. The locations operated with P&D machines are as follows:

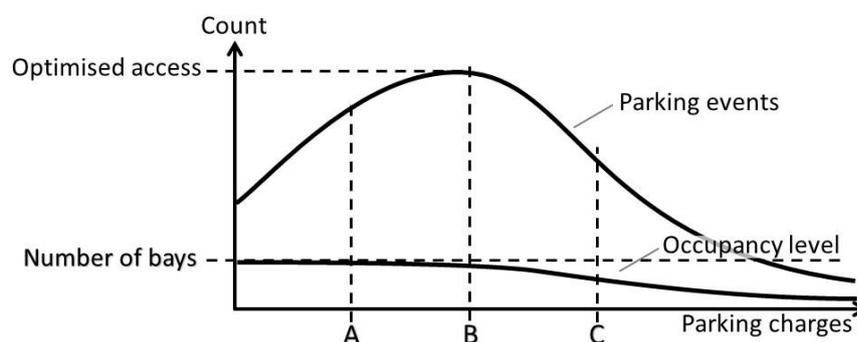
- District Centre high streets in South Norwood, Thornton Heath, New Addington Central Parade (on-street service road, not the car park), Purley and Coulsdon Town.
- Local shop parades in Beulah Hill, Cherry Orchard Road, Lower Addiscombe Road, Addiscombe, Brighton Road (South Croydon), Selsdon, and Old Lodge Lane (Purley).
- London Road, between Sumner Road and Broad Green Avenue. Note: many of these bays are currently suspended by a temporary traffic order for cycling lanes.

3.1.8 In a scenario of an unlimited number of parking bays, free parking is effective in maximising parking place use – and car use. In the real cases of the district shopping centres where a more limited number of parking bays exist, however, free parking reduces turnover in bays use and, therefore, restricts car-borne access to the local businesses. In the graph below:

Point 'A' illustrates how a low parking charge results in saturated bays occupancy and a low turnaround in use. It fails to optimally manage demand and access to the limited number of bays.

Point 'B' illustrates a parking charge optimised for maximum access. Established convention within the parking industry tells that this occurs when parking charges are increased until occupancy reduces from static saturation to about 85%. Traffic circulation in search for a vacant parking space no longer occurs at this point. The ease of finding a space is attractive to visitors – more so that cheaper inaccessible parking is.

Point 'C' illustrates a parking charge optimised for maximum income. Commercial practices within the private sector industry indicate this to occur when parking charges are increased until occupancy reduces to about 60%.



3.1.9 Car-borne access level to the district centre shops and businesses depends on the turnover in the parking events. Drivers perceive 'free' parking as a free-for-everything and the 1-hour free zones are generally subject to a higher level of misuse, due to the commonly held view that 'free' should mean unenforced – and unenforced means that illegal parking is inconsequential/acceptable. Drivers tend to show lower respect for the associated controls, including yellow lines and loading bays. Complaints from traders about loading bays abuse and general bad parking practices that reduce the

turnover in parking events – i.e. reduces business footfall – is higher from areas with free parking. The parking enforcement function is already issuing a disproportionately high number of penalty charges in 1-hour free bay areas, compared to those in chargeable parking places. Shoppers and traders would easily perceive a further increase of enforcement in the 1-hour free zones as being over-zealous, due to the commonly held view that ‘free’ should also mean unenforced. More enforcement is therefore not the solution to improving business footfall.

- 3.1.10 Other non-central shopping/business centres operate a time limited 2-hour chargeable parking. By comparison, this charges structure provide a higher access level than 1-hour free bays do and abuse of the free period is significantly lower. For example, data from the ticket issuing machines find that during August to September 2019, each the 80 bays in Coulsdon Town had 8 parking events per day, with an average stay of 57 min; while the comparable 14 bays in High Street Croydon (South of Flyover) each had 17 events per day, with an average stay of 23 min. Observing the car-borne footfall in Coulsdon Town on 30 January 2020, it is apparent that several local drivers meter feed – i.e. repeatedly replace the 1-hour free ticket without actually moving the vehicle. The true turnover in parking events in Coulsdon Town is in fact therefore lower than 8 events per bay per day as indicated from P&D machine ticket data.
- 3.1.11 The 1-hour free bays are poor at maximising shopper convenience and access. They attract car drivers to over-subscribed parking bays where it is practically difficult to find a vacant parking space. Shoppers who could easily walk to the local shops, are attracted to use the car and thereby unnecessarily impede access for car-borne shoppers who cannot easily walk. Difficulties in finding vacant parking spaces is unattractive to those who must drive, often more so than the attractiveness of free or cheap parking. Cars circulating in search for difficult to find vacant parking bays adds to traffic congestion, which further makes the public realm unattractive to those travelling on foot. Those who walk account for the real majority of footfall in local shopping streets.
- 3.1.12 Instead of free parking, the real footfall potential in the district shopping/business centres lays in encouraging more walking, cycling and bus-borne shoppers. Parking charges would be set to secure more easily accessible parking bays for customers who have essential car needs. Parking charges would also be set to help reduce circulation traffic and create a calmer, more attractive public realm in the local shopping districts.
- 3.1.13 Representatives of traders in Coulsdon Town, for example, have suggested the 1-hour free parking should be extended to 2 hours with the second hour being charged for. The reasoning is that 1 hour is also insufficient for some customers, such as those visiting a hairdresser or lunchtime restaurant. They have also asked that bad parking on pavements and in ways that restrict access (e.g. across 2 parking bays and all-day meter feeding) is better controlled.
- 3.1.14 47 bays in South End and Selsdon Road. South Croydon, and 43 bays in London Road between West Croydon Station and Sunmer Road, are currently maximum 2 hours with the first 30min free. The 30min free period has issues similar to the 1-hour free bays, with respect of supporting access and also require an emission-based charge differential that encourages a switch to lower emission vehicles.

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

- a) Implement the emission-based charges structure that was agreed by Cabinet in March 2019 – for purpose of encouraging lower emission vehicles, to help address air quality and public health objectives.
- b) Better favour and secure higher turnover in parking events that serve local shoppers and district centres economy, by converting the time limited 1-hour free parking to 2 hours charged for parking.
- c) Disabled Blue Badge holders must continue to park for free and can also park where certain restrictions otherwise applies.

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

The following 2 sub-sections describe the proposed revised charges and their effects. The resulting detailed tariffs for each the individual parking places are listed in Appendix 1 and 2.

3.3.1 Emission-based parking charges

3.3.1.1 The across-the-borough average P&D charge for 1-hour parking is currently £1.20. Under the emission-based charges agreed in principle by Cabinet on 25 March 2019 the revised structure is as follows:

Vehicle category	Avg. charge	Percentage mark-up in charges	Percentage equivalent discount on Band 3	Net effect
Less than 1 g/km CO2 (Band 1)	£0.12	-90%	-92%	+13%
1 to 185 g/km CO2 (Band 2)	£1.20	0%	-23%	
186 or higher g/km CO2 (Band 3)	£1.56	+30%	0%	
Diesel registered pre-Sep 2015				
Older car registered pre-Mar 2001				
Paying cash at machine				

3.3.1.2 Technical constraints at the P&D machine dictates that the emission-based charges structure should be presented as a default Band 3 charge, from which lower emission vehicles are offered discounts.

3.3.1.3 The 36p that result from a +30% mark-up on the pre-existing £1.20 is equivalent to a -23% mark-down on £1.56. The resulting -92% and -23% discounts do not lend themselves to summary mental arithmetic and would feel unclear to drivers. In order

to make sense to drivers, it is therefore recommended to round the percentage discounts to -90% and -25%. It must also be considered that the P&D machine minimum coinage is 10p and the higher band therefore needs rounding to £1.60. The extra 4p in the highest Band 3 balances out with the additional 2% discount afforded in the majority middle Band 2.

- 3.3.1.4 Vehicle CO2 checks cannot be implemented on P&D machines. Also, statutory guidance on managing and enforcing P&D bays require that information is clear to drivers. The P&D machines have a small finite amount of space for displaying notices and 3 small-print tariff tables would become unacceptably difficult to read. This is a further reason for the payments at the machines lists the higher band only, to assure that tariff information is clearly presented to drivers. The P&D machine will additionally display a clear notice inviting drivers to sign-up to the Mobile Pay app to access the emission-discounted charges. The machine will display these discounts in the -90% and -25% terms, as opposed to repeat the full tariff table 3 times and make the small print practically eligible. The Mobile Pay app is able to charge in 1p steps and will display the discounted monetary charge to the driver, before the driver accepts the charge.
- 3.3.1.5 Vehicle data from 14,700 existing emission-based parking permits evidence that in Croydon 4% drive the lowest emission-band vehicles, 11% drive the highest emission-band vehicles, 3% drive pre-March 2001 cars and 21% drive pre-September 2015 diesels. It is estimated that 16% of drivers will continue to pay at machines – by choice. This number of drivers not taking advantage of the emissions discounts will result in a net effect of +12% income increase. The +12% can be assumed to reduce over future years, as the switch to lower emission vehicles progresses and older vehicles are being replaced.
- 3.3.1.6 The Mobile Pay app currently used in Croydon has national coverage, meaning that it is not town specific. Many visitors to the town are therefore likely to have the app loaded onto their phones already. The Mobile Pay service can also be accessed by SMS and does not necessarily require a smart phone. Practically all people with capacity to drive a car also own and have capacity to operate a mobile phone. The drivers who elect not to sign-up with Mobile Pay, to access the low-emission discounts, will include some infrequent drivers. The discounts are determined to encourage the use of a lower emission car, without the default rate being so high that it inadvertently deters infrequent visitors/shoppers.
- 3.3.1.7 Although CO2 is a greenhouse gas and widely recognised as a contributor to climate change, CO2 is relatively harmless to health. The harmful NOx (NO2) emission data is not available from DVLA records or the vehicle log book. The reason for using a vehicle's CO2 level as the determinant for the emission-based charge is that it is readily available from the DVLA and that a vehicle's CO2 emission closely correlates to its harmful NOx (NO2) emission. This correlation is however only true for petrol cars registered after March 2001 and diesel cars that are (truly) Euro6 compliant. Cars predating these emission standards emit disproportionately higher levels of harmful NOx.
- 3.3.1.8 With regards to diesel, some car models arguably became Euro6 compliant in the year before the standard was transposed into UK law in September 2015. During the Euro6 transition period, which started prior to 2015, the EU gave car manufacturers leeway on the real world emissions, as long as the vehicle could meet the laboratory test. This means that many popular 'Euro6 compliant' car models from the transition period in fact emits manifold more NOx than the actual

laboratory tests. There is no way of knowing the true real world impact of these vehicles. The emissions scandal in 2016 illustrates the concerns at the time.

3.3.1.9 The London Mayor ULEZ scheme has been able to invest significantly in a proprietary data query solution, which is beyond the means of a local borough council. The ULEZ uses the DVLA and EQUA databases. The DVLA indexes the vehicles by registration numbers and lists their CO2 emissions – but not always the Euro6 status. The EQUA indexes by vehicle model and lists the Euro6/NOx status – but not the CO2 figure. There are unfortunately significant inconsistencies between vehicle model descriptions in the DVLA and EQUA databases. From what officers can determine, the ULEZ system therefore merely generalises the car models – e.g. a 2,000cc car model typically gets the same binary Low/High NOx rating whether it is an economy, standard or sport engine version. This is insufficient information for obtaining the banding required under the local emissions scheme.

3.3.1.10 Croydon Parking Services has tried to use the EQUA (<https://equaindex.com/>) database for verifying the Euro6 status or occasional gaps in DVLA Log Book data (e.g. for grey imports and converted vehicles), but mostly found it difficult to correlate the DVLA and EQUA vehicle descriptions. The time-consuming manual process mostly draws a blank. The process overhead from attempting such checks as a standard activity cannot be justified. The emission-based scheme therefore must rely solely on the consistent DVLA data and its statutory September 2015 date.

3.3.1.11 Electric Vehicles (EV) are to be encouraged over combustion engines on the local road network; but at the same time non-essential use of electric cars should not be encouraged. Although EVs do emit exhaust gasses locally, they do still contribute to 'road dust' (brakes and tire particles) pollution and, indirectly, to emissions from traffic congestion. EVs will continue to grow in numbers, and will eventually and gradually need future managing. It is therefore important to maintain a small parking charge for EVs.

3.3.1.12 Giving consideration to the above sections, the proposed practically implementable emission-based charges structure is as follows:

Vehicle category	Avg. charge	Discount on Band 3	Net effect
Less than 1 g/km CO2 (Band 1)	£0.16	-90%	+12%
1 to 185 g/km CO2 (Band 2)	£1.12	-25%	
186 or higher g/km CO2 (Band 3)	£1.60	0%	
Diesel registered pre-Sep 2015			
Older car registered pre-Mar 2001			
Paying cash at machine			=£682k p.a.

3.3.2 Convert free 1-hour bays in to 2 hours charged parking.

3.3.2.1 The existing data from the single 1-hour band free bays does not distinguish the actual lengths of stays. The proportions in the table below are therefore deducted from P&D machine data from the 2-hour bays in High Street Croydon.

Time band	Existing charge	Existing percentage of events	New charge	Estimated percentage of events	Net effect

30min	Free	100%	£0.50	+40%	+£280k income
1hr			£1.00	+25%	
1hr 30min	n/a	n/a	£1.50	+15%	
2hr	n/a	n/a	£2.00	+20%	

3.4 CONSULTATION

- 3.4.1 In accordance with section 35C and 46A of the Road Traffic Regulation Act 1984, subject to the recommendations being agreed, a Public Notice detailing the revised parking charges structure and inviting objections will require publication in a local paper (Croydon Guardian) and London Gazette for a minimum of 21 days.
- 3.4.2 The outcome of the consultation will be reported back for consideration, before a final decision to implement the proposed charges structure is reached.

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 £'000	2021/22 £'000	2022/23 £'000	2023/24 £'000
Revenue Budget available				
Expenditure	4	0	0	0
Income	0	0	0	0
Effect of decision from report				
Expenditure	4	0	0	0
Income	0	0	0	0

Remaining budget	4	0	0	0
Capital Budget available				
Expenditure	0	0	0	0
Effect of decision from report				
Expenditure	0	0	0	0
Remaining budget	0	0	0	0

2 The effect of the decision

The present decision, at the current stage of the statutory Traffic Order procedure, has no immediate direct income or capital effect. It merely commits the Council to an expenditure of £3,500, for advertising the Public Notice and processing its consultation responses.

3 Risks

No particular financial risks are identified.

4 Options

Not introducing the recommended charges would result in a £150k pressure on the 2020/21 parking income budget, in addition to other Covid-related income pressures.

5 Future savings/efficiencies

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

6 *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, 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 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 and emission-based charges, and the result of the statutory consultation on emission-based parking permit charges in May 2019, which has directly transferable relevance. It is further recommended to review the current EqIA in response to the pending consultation on the emission-based parking charges proposed in this report, before any final decision is recommended.
- 7.3 The prior engagement and consultation results in 2019 have found that no individual protected sub-group stands out as having responded negatively to the principles behind emission-based parking charges – 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. The recommendation does not 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 lower emission vehicles and the underlying reduction in car use, 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 the emission-based parking charges will have a disproportionate impact on people with protected characteristics (as covered by the Equality Act).
- 7.7 It is considered that the reasons for introducing emission-based parking charges outweighs any reasons for not implementing them. This is an initial conclusion, which will be reviewed subject to a pending consultation inviting objections to the proposal and which will be re-considered before a final decision on the revised parking charges is reached.

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 Existing P&D bay parking charges are ineffective in influencing car emissions and 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 businesses and amenities and to making a contribution to the Air Quality Actions Plan. This would fall short of the 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.

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. Equalities Impact Assessment on Emission-based and Increased Parking Charges, dated 9 September 2020.

On-Street Parking Charges – Proposed Changes

Band 1 applied to electric or other vehicles emitting less than 1g/km CO₂. The new parking charge equates to **90% discount** on the Band 3 charge.

Band 2 applies to vehicles emitting between 1 and 185g/km CO₂. The new parking charge equates to **25% discount** on the Band 3 charge.

Band 3 applies the vehicles emitting more than 185g/km CO₂; vehicles registered before March 2001; diesel engine vehicles registered before September 2015; and all payments made at P&D machines.

Inner Zone CPZs

Central CPZ, 2-hour zone (light)			New emission-based charge		
Tariff	Duration	Existing	Band 1	Band 2	Band 3
Mon – Sat 9am - 5pm	30min	£0.00	£0.17	£1.28	£1.70
	1hr	£2.60	£0.34	£2.55	£3.40
	1hr 30min	£3.90	£0.51	£3.83	£5.10
	2hrs	£5.20	£0.68	£5.10	£6.80
Sunday	All day	£0.00	£0.00	£0.00	£0.00

London Road, West Croydon Station to Sumner Rd;
South End and Selsdon Road, South Croydon

Central CPZ, 2-hour zone			New emission-based charge		
Tariff	Duration	Existing	Band 1	Band 2	Band 3
Mon – Sat During CPZ hours	30min	£1.30	£0.17	£1.28	£1.70
	1hr	£2.60	£0.34	£2.55	£3.40
	1hr 30min	£3.90	£0.51	£3.83	£5.10
	2hrs	£5.20	£0.68	£5.10	£6.80
Sunday	1hr	£1.30	£0.17	£1.28	£1.70
	All day	£3.30	£0.44	£3.30	£4.40
6pm - Midnight Mon – Sun	1hr	£1.30	£0.17	£1.28	£1.70
	All night	£3.30	£0.44	£3.30	£4.40

Central CPZ, 4-hour zone			New emission-based charge		
Tariff	Duration	Existing	Band 1	Band 2	Band 3
Mon – Sat During CPZ hours	30min	£0.90	£0.12	£0.90	£1.20
	1hr	£1.80	£0.24	£1.80	£2.40
	1hr 30min	£2.70	£0.36	£2.70	£3.60
	2hrs	£3.60	£0.48	£3.60	£4.80
	2hr 30min	£4.50	£0.60	£4.50	£6.00
	3hrs	£5.40	£0.72	£5.40	£7.20
	3hr 30min	£6.30	£0.84	£6.30	£8.40
	4hrs	£7.20	£0.96	£7.20	£9.60

Sunday	1hr	£1.30
	All day	£3.30
6pm - Midnight Mon – Sun	1hr	£1.30
	All night	£3.30

£0.17	£1.28	£1.70
£0.44	£3.30	£4.40
£0.17	£1.28	£1.70
£0.44	£3.30	£4.40

Croydon CPZs, 8-hour zone, standard		
Tariff	Duration	Existing
Mon – Sat During CPZ hours	30min	£0.30
	1hr	£0.60
	1hr 30min	£0.90
	2hrs	£1.20
	2hr 30min	£1.50
	3hrs	£1.80
	3hr 30min	£2.10
	4hrs	£2.40
	4hr 30min	£2.70
	5hrs	£3.00
	5hr 30min	£3.30
	6hrs	£3.60
	6hr 30min	£3.90
	7hrs	£4.20
7hr 30min	£4.50	
8hrs	£4.80	
Sunday	All day	£0.00

New emission-based charge		
Band 1	Band 2	Band 3
£0.04	£0.30	£0.40
£0.08	£0.60	£0.80
£0.12	£0.90	£1.20
£0.16	£1.20	£1.60
£0.20	£1.50	£2.00
£0.24	£1.80	£2.40
£0.28	£2.10	£2.80
£0.32	£2.40	£3.20
£0.36	£2.70	£3.60
£0.40	£3.00	£4.00
£0.44	£3.30	£4.40
£0.48	£3.60	£4.80
£0.52	£3.90	£5.20
£0.56	£4.20	£5.60
£0.60	£4.50	£6.00
£0.64	£4.80	£6.40
£0.00	£0.00	£0.00

Croydon CPZs, 8-hour zone, premium		
Tariff	Duration	Existing
Mon – Sat During CPZ hours	30min	£0.50
	1hr	£1.00
	1hr 30min	£1.50
	2hrs	£2.00
	2hr 30min	£2.50
	3hrs	£3.00
	3hr 30min	£3.50
	4hrs	£4.00
	4hr 30min	£4.50
	5hrs	£5.00
	5hr 30min	£5.50
	6hrs	£6.00
	6hr 30min	£6.50
	7hrs	£7.00
7hr 30min	£7.50	
8hrs	£8.00	
Sunday	All day	£0.00

New emission-based charge		
Band 1	Band 2	Band 3
£0.07	£0.53	£0.70
£0.14	£1.05	£1.40
£0.21	£1.58	£2.10
£0.28	£2.10	£2.80
£0.35	£2.63	£3.50
£0.42	£3.15	£4.20
£0.49	£3.68	£4.90
£0.56	£4.20	£5.60
£0.63	£4.73	£6.30
£0.70	£5.25	£7.00
£0.77	£5.78	£7.70
£0.84	£6.30	£8.40
£0.91	£6.83	£9.10
£0.98	£7.35	£9.80
£1.05	£7.88	£10.50
£1.12	£8.40	£11.20
£0.00	£0.00	£0.00

Croydon CPZs, 12-hour zone		
Tariff	Duration	Existing
Mon – Sat During CPZ hours	30min	£0.50
	1hr	£1.00
	1hr 30min	£1.50
	2hrs	£2.00
	2hr 30min	£2.50
	3hrs	£3.00
	3hr 30min	£3.50
	4hrs	£4.00
	4hr 30min	£4.50
	5hrs	£5.00
	5hr 30min	£5.50
	6hrs	£6.00
	6hr 30min	£6.50
	7hrs	£7.00
	7hr 30min	£7.50
	8hrs	£8.00
	8hr 30min	£8.50
9hrs	£9.00	
9hr 30min	£9.50	
10hrs	£10.00	
10hr 30min	£10.50	
11hrs	£11.00	
11hr 30min	£11.50	
12hrs	£12.00	
Sunday	1hr	£1.30
	All day	£3.30

New emission-based charge		
Band 1	Band 2	Band 3
£0.07	£0.53	£0.70
£0.14	£1.05	£1.40
£0.21	£1.58	£2.10
£0.28	£2.10	£2.80
£0.35	£2.63	£3.50
£0.42	£3.15	£4.20
£0.49	£3.68	£4.90
£0.56	£4.20	£5.60
£0.63	£4.73	£6.30
£0.70	£5.25	£7.00
£0.77	£5.78	£7.70
£0.84	£6.30	£8.40
£0.91	£6.83	£9.10
£0.98	£7.35	£9.80
£1.05	£7.88	£10.50
£1.12	£8.40	£11.20
£1.19	£8.93	£11.90
£1.26	£9.45	£12.60
£1.33	£9.98	£13.30
£1.40	£10.50	£14.00
£1.47	£11.03	£14.70
£1.54	£11.55	£15.40
£1.61	£12.08	£16.10
£1.68	£12.60	£16.80
£0.17	£1.28	£1.70
£0.44	£3.30	£4.40

Outer Zone CPZs

District CPZ, 1-hour zone		
Tariff	Duration	Existing
Mon – Sat 9am - 5pm	30min	£0.00
	1hr	£0.00
	1hr 30min	n/a
	2hrs	n/a
Sunday	All day	£0.00

New emission-based charge		
Band 1	Band 2	Band 3
£0.05	£0.38	£0.50
£0.10	£0.75	£1.00
£0.15	£1.13	£1.50
£0.20	£1.50	£2.00
£0.00	£0.00	£0.00

District Centre high streets in South Norwood, Thornton Heath, New Addington Central Parade (on-street service road, not the car park), Purley and Coulsdon Town. Local centres in Beulah Hill, Cherry Orchard Road, Lower Addiscombe Road, Addiscombe, Brighton Road (South Croydon), Selsdon, and Old Lodge Lane (Purley), London Road, between Sumner Road and Broad Green Avenue.

District CPZ, 2-hour zone		
Tariff	Duration	Existing
Mon – Sat During CPZ hours	30min	£0.70
	1hr	£1.40
	1hr 30min	£2.10
	2hrs	£2.80
Sunday	All day	£0.00

New emission-based charge		
Band 1	Band 2	Band 3
£0.09	£0.68	£0.90
£0.18	£1.35	£1.80
£0.27	£2.03	£2.70
£0.36	£2.70	£3.60
£0.00	£0.00	£0.00

District CPZ, 4-hour zone		
Tariff	Duration	Existing
Mon – Sat During CPZ hours	30min	£0.50
	1hr	£1.00
	1hr 30min	£1.50
	2hrs	£2.00
	2hr 30min	£2.50
	3hrs	£3.00
	3hr 30min	£3.50
	4hrs	£4.00
Sunday	All day	£0.00

New emission-based charge		
Band 1	Band 2	Band 3
£0.07	£0.53	£0.70
£0.14	£1.05	£1.40
£0.21	£1.58	£2.10
£0.28	£2.10	£2.80
£0.35	£2.63	£3.50
£0.42	£3.15	£4.20
£0.49	£3.68	£4.90
£0.56	£4.20	£5.60
£0.00	£0.00	£0.00

Croydon CPZs, 8-hour zone		
Tariff	Duration	Existing
Mon – Sat During CPZ hours	30min	£0.30
	1hr	£0.60
	1hr 30min	£0.90
	2hrs	£1.20
	2hr 30min	£1.50
	3hrs	£1.80
	3hr 30min	£2.10
	4hrs	£2.40

New emission-based charge		
Band 1	Band 2	Band 3
£0.04	£0.30	£0.40
£0.08	£0.60	£0.80
£0.12	£0.90	£1.20
£0.16	£1.20	£1.60
£0.20	£1.50	£2.00
£0.24	£1.80	£2.40
£0.28	£2.10	£2.80
£0.32	£2.40	£3.20

	4hr 30min	£2.70	£0.36	£2.70	£3.60
	5hrs	£3.00	£0.40	£3.00	£4.00
	5hr 30min	£3.30	£0.44	£3.30	£4.40
	6hrs	£3.60	£0.48	£3.60	£4.80
	6hr 30min	£3.90	£0.52	£3.90	£5.20
	7hrs	£4.20	£0.56	£4.20	£5.60
	7hr 30min	£4.50	£0.60	£4.50	£6.00
	8hrs	£4.80	£0.64	£4.80	£6.40
Sunday	All day	£0.00	£0.00	£0.00	£0.00

Off-Street Parking Charges – Proposed Changes

Band 1 applied to electric or other vehicles emitting less than 1g/km CO₂. The new parking charge equates to **90% discount** on the Band 3 charge.

Band 2 applies to vehicles emitting between 1 and 185g/km CO₂. The new parking charge equates to **25% discount** on the Band 3 charge.

Band 3 applies the vehicles emitting more than 185g/km CO₂; vehicles registered before March 2001; diesel engine vehicles registered before September 2015; and all payments made at P&D machines.

Central Croydon

East Croydon Station, 8 spaces		
Tariff	Duration	Existing
Mon – Sat 7am - 6pm	15min	£0.50
	30min	£1.00

New emission-based charge		
Band 1	Band 2	Band 3
£0.07	£0.53	£0.70
£0.14	£1.05	£1.40

Factory Lane, 18 spaces		
Tariff	Duration	Existing
Mon – Sat	1hr	£1.30
	2hrs	£2.60
	3hrs	£3.90
	4hrs	£5.20
	5hrs	£6.50
	6hrs	£7.80
	7hrs	£9.30
	24hrs	£10.60
Evening 6pm - 7am	1hr	£1.30
	All night	£3.30
Res.Pass*	12 months	£400.00
Motorcycles	All day	£0.00

New emission-based charge		
Band 1	Band 2	Band 3
£0.17	£1.28	£1.70
£0.34	£2.55	£3.40
£0.51	£3.83	£5.10
£0.68	£5.10	£6.80
£0.85	£6.38	£8.50
£1.02	£7.65	£10.20
£1.19	£8.93	£11.90
£1.36	£10.20	£13.60
£0.17	£1.28	£1.70
£0.44	£3.30	£4.40
£53.50	£401.25	£535.00
£0.00	£0.00	£0.00

* renewals only, no longer available (legacy arrangement)

Jubilee Bridge, 80 spaces		
Tariff	Duration	Existing
Mon – Sat	1hr	£1.30
	2hrs	£2.60
	3hrs	£3.90
	4hrs	£5.20
	5hrs	£6.50
	6hrs	£7.80
	7hrs	£9.30

New emission-based charge		
Band 1	Band 2	Band 3
£0.17	£1.28	£1.70
£0.34	£2.55	£3.40
£0.51	£3.83	£5.10
£0.68	£5.10	£6.80
£0.85	£6.38	£8.50
£1.02	£7.65	£10.20
£1.19	£8.93	£11.90

	24hrs	£10.60
Evening	1hr	£1.30
6pm - 7am	All night	£3.30
Season Ticket	12 months	£700.00
Motorcycles	All day	£0.00

	£1.36	£10.20	£13.60
	£0.17	£1.28	£1.70
	£0.44	£3.30	£4.40
	£93.50	£701.25	£935.00
	£0.00	£0.00	£0.00

Spices Yard, 134 spaces		
Tariff	Duration	Existing
Mon – Sat	1hr	£1.30
	2hrs	£2.60
	3hrs	£3.90
	4hrs	£5.20
	5hrs	£6.50
	6hrs	£7.80
	7hrs	£9.30
	24hrs	£10.60
Evening 6pm - 9am	1hr	£1.30
	All night	£3.30
Sunday	1hr	£1.30
	All day	£3.30
Season Ticket	12 months	£920.00
Motorcycles	All day	£0.00

New emission-based charge		
Band 1	Band 2	Band 3
£0.17	£1.28	£1.70
£0.34	£2.55	£3.40
£0.51	£3.83	£5.10
£0.68	£5.10	£6.80
£0.85	£6.38	£8.50
£1.02	£7.65	£10.20
£1.19	£8.93	£11.90
£1.36	£10.20	£13.60
£0.17	£1.28	£1.70
£0.44	£3.30	£4.40
£0.17	£1.28	£1.70
£0.44	£3.30	£4.40
£123.00	£922.50	£1,230.00
£0.00	£0.00	£0.00

Wandle Road, 122 spaces		
Tariff	Duration	Existing
Mon – Sat	1hr	£1.30
	2hrs	£2.60
	3hrs	£3.90
	4hrs	£5.20
	5hrs	£6.50
	6hrs	£7.80
	7hrs	£9.30
	24hrs	£10.60
Evening 6pm - 7am	1hr	£1.30
	All night	£3.30
Sunday	1hr	£1.30
	All day	£3.30
Season Ticket	12 months	£920.00
Motorcycles	All day	£0.00

New emission-based charge		
Band 1	Band 2	Band 3
£0.17	£1.28	£1.70
£0.34	£2.55	£3.40
£0.51	£3.83	£5.10
£0.68	£5.10	£6.80
£0.85	£6.38	£8.50
£1.02	£7.65	£10.20
£1.19	£8.93	£11.90
£1.36	£10.20	£13.60
£0.17	£1.28	£1.70
£0.44	£3.30	£4.40
£0.17	£1.28	£1.70
£0.44	£3.30	£4.40
£123.00	£922.50	£1,230.00
£0.00	£0.00	£0.00

West Croydon (Station), 57 spaces		
Tariff	Duration	Existing
Mon – Sat	1hr	£1.70
	2hrs	£3.40
	3hrs	£5.10

New emission-based charge		
Band 1	Band 2	Band 3
£0.22	£1.65	£2.20
£0.44	£3.30	£4.40
£0.66	£4.95	£6.60

	4hrs	£6.80	£0.88	£6.60	£8.80
	5hrs	£8.90	£1.10	£8.25	£11.00
	6hrs	£10.20	£1.32	£9.90	£13.20
	7hrs	£11.90	£1.54	£11.55	£15.40
	24hrs	£13.60	£1.76	£13.20	£17.60
Evening	1hr	£1.30	£0.17	£1.28	£1.70
6pm - 7am	All night	£3.30	£0.44	£3.30	£4.40
Contract	12 months	£850.00	£113.00	£847.50	£1,130.00
Motorcycles	All day	£0.00	£0.00	£0.00	£0.00

District Centres

Belgrave Road, 15 spaces		
Tariff	Duration	Existing
Mon – Sat 7am - 6pm	1hr	£0.70
	2hrs	£1.40
	3hrs	£2.10
	4hrs	£2.80
	5hrs	£3.50
	6hrs	£4.20
	11hrs	£4.90
Sunday	All day	£0.00
Motorcycles	All day	£0.00

New emission-based charge		
Band 1	Band 2	Band 3
£0.09	£0.68	£0.90
£0.18	£1.35	£1.80
£0.27	£2.03	£2.70
£0.36	£2.70	£3.60
£0.45	£3.38	£4.50
£0.54	£4.05	£5.40
£0.63	£4.73	£6.30
£0.00	£0.00	£0.00
£0.00	£0.00	£0.00

Central Parade, 108 spaces		
Tariff	Duration	Existing
Mon – Sat 7am - 6pm	30min	£0.00
	1hr	£0.70
	2hrs	£1.40
	3hrs	£2.10
	4hrs	£2.80
	5hrs	£3.50
	6hrs	£4.20
	11hrs	£4.90
Sunday	All day	£0.00
Motorcycles	All day	£0.00
Season Ticket	12 month	£500.00
Trade Permit	12 month	£80.00

New emission-based charge		
Band 1	Band 2	Band 3
£0.00	£0.00	£0.00
£0.09	£0.68	£0.90
£0.18	£1.35	£1.80
£0.27	£2.03	£2.70
£0.36	£2.70	£3.60
£0.45	£3.38	£4.50
£0.54	£4.05	£5.40
£0.63	£4.73	£6.30
£0.00	£0.00	£0.00
£0.00	£0.00	£0.00
£67.00	£502.50	£670.00
£11.00	£82.50	£110.00

Clifford Road, 25 spaces		
Tariff	Duration	Existing
Mon – Sat 7am - 6pm	1hr	£0.70
	2hrs	£1.40
	3hrs	£2.10

New emission-based charge		
Band 1	Band 2	Band 3
£0.09	£0.68	£0.90
£0.18	£1.35	£1.80
£0.27	£2.03	£2.70

	4hrs	£2.80
	5hrs	£3.50
	6hrs	£4.20
	11hrs	£4.90
Sunday	All day	£0.00
Motorcycles	All day	£0.00
Resident Pass (evening only)	12 month	£60.00

	£0.36	£2.70	£3.60
	£0.45	£3.38	£4.50
	£0.54	£4.05	£5.40
	£0.63	£4.73	£6.30
	£0.00	£0.00	£0.00
	£0.00	£0.00	£0.00
	£8.00	£60.00	£80.00

Coulsdon Centre (CALAT), 35 spaces		
Tariff	Duration	Existing
Mon – Sat 7am - 6pm	1hr	£0.70
	2hrs	£1.40
	3hrs	£2.10
	4hrs	£2.80
Sunday	All day	£0.00
Motorcycles	All day	£0.00

New emission-based charge		
Band 1	Band 2	Band 3
£0.09	£0.68	£0.90
£0.18	£1.35	£1.80
£0.27	£2.03	£2.70
£0.36	£2.70	£3.60
£0.00	£0.00	£0.00
£0.00	£0.00	£0.00

Garnet Road, 32 spaces		
Tariff	Duration	Existing
Mon – Sat 7am - 6pm	1hr	£0.70
	2hrs	£1.40
	3hrs	£2.10
	4hrs	£2.80
	5hrs	£3.50
	6hrs	£4.20
	11hrs	£4.90
Sunday	All day	£0.00
Motorcycles	All day	£0.00
Season Ticket	12 month	£420.00

New emission-based charge		
Band 1	Band 2	Band 3
£0.09	£0.68	£0.90
£0.18	£1.35	£1.80
£0.27	£2.03	£2.70
£0.36	£2.70	£3.60
£0.45	£3.38	£4.50
£0.54	£4.05	£5.40
£0.63	£4.73	£6.30
£0.00	£0.00	£0.00
£0.00	£0.00	£0.00
£56.00	£420.00	£560.00

Granville Gardens, 135 spaces		
Tariff	Duration	Existing
Mon – Sat 7am - 6pm	1hr	£0.70
	2hrs	£1.40
	3hrs	£2.10
	4hrs	£2.80
	5hrs	£3.50
	6hrs	£4.20
	11hrs	£4.90
Sunday	All day	£0.00
Motorcycles	All day	£0.00
Season Ticket	12 month	£420.00

New emission-based charge		
Band 1	Band 2	Band 3
£0.09	£0.68	£0.90
£0.18	£1.35	£1.80
£0.27	£2.03	£2.70
£0.36	£2.70	£3.60
£0.45	£3.38	£4.50
£0.54	£4.05	£5.40
£0.63	£4.73	£6.30
£0.00	£0.00	£0.00
£0.00	£0.00	£0.00
£56.00	£420.00	£560.00

Lion Green Road, 102 spaces		
Tariff	Duration	Existing

New emission-based charge		
Band 1	Band 2	Band 3

Mon – Sat 7am - 6pm	1hr	£0.70
	2hrs	£1.40
	3hrs	£2.10
	4hrs	£2.80
	5hrs	£3.50
	6hrs	£4.20
	11hrs	£4.90
Sunday	All day	£0.00
Motorcycles	All day	£0.00

£0.09	£0.68	£0.90
£0.18	£1.35	£1.80
£0.27	£2.03	£2.70
£0.36	£2.70	£3.60
£0.45	£3.38	£4.50
£0.54	£4.05	£5.40
£0.63	£4.73	£6.30
£0.00	£0.00	£0.00
£0.00	£0.00	£0.00

Purley MSCP, 424 spaces		
Tariff	Duration	Existing
Mon – Sat 7am - 6pm	1hr	£0.70
	2hrs	£1.40
	3hrs	£2.10
	4hrs	£2.80
	5hrs	£3.50
	6hrs	£4.20
	11hrs	£4.90
Sunday	All day	£0.00
Motorcycles	All day	£0.00
Season Ticket	1 month	£65.00
	3 months	£180.00
	12 months	£600.00

New emission-based charge		
Band 1	Band 2	Band 3
£0.09	£0.68	£0.90
£0.18	£1.35	£1.80
£0.27	£2.03	£2.70
£0.36	£2.70	£3.60
£0.45	£3.38	£4.50
£0.54	£4.05	£5.40
£0.63	£4.73	£6.30
£0.00	£0.00	£0.00
£0.00	£0.00	£0.00
£8.70	£65.25	£87.00
£24.00	£180.00	£240.00
£80.00	£600.00	£800.00

Reedham Station , 54 spaces		
Tariff	Duration	Existing
Mon - Sun	24hrs	£2.40
Motorcycles	24hrs	£0.00

New emission-based charge		
Band 1	Band 2	Band 3
£0.32	£2.40	£3.20
£0.00	£0.00	£0.00

Russell Hill Place, 60 spaces		
Tariff	Duration	Existing
Mon – Sat 7am - 6pm	1hr	£0.70
	2hrs	£1.40
	3hrs	£2.10
	4hrs	£2.80
	5hrs	£3.50
	6hrs	£4.20
	11hrs	£4.90
Sunday	All day	£0.00
Motorcycles	All day	£0.00

New emission-based charge		
Band 1	Band 2	Band 3
£0.09	£0.68	£0.90
£0.18	£1.35	£1.80
£0.27	£2.03	£2.70
£0.36	£2.70	£3.60
£0.45	£3.38	£4.50
£0.54	£4.05	£5.40
£0.63	£4.73	£6.30
£0.00	£0.00	£0.00
£0.00	£0.00	£0.00

Sanderstead Road, 38 spaces		
Tariff	Duration	Existing
Mon – Sat	1hr	£0.70

New emission-based charge		
Band 1	Band 2	Band 3
£0.09	£0.68	£0.90

7am - 6pm	2hrs	£1.40	£0.18	£1.35	£1.80
	3hrs	£2.10	£0.27	£2.03	£2.70
	4hrs	£2.80	£0.36	£2.70	£3.60
	5hrs	£3.50	£0.45	£3.38	£4.50
	6hrs	£4.20	£0.54	£4.05	£5.40
	11hrs	£4.90	£0.63	£4.73	£6.30
Sunday	All day	£0.00	£0.00	£0.00	£0.00
Motorcycles	All day	£0.00	£0.00	£0.00	£0.00
Resident Pass	12 months	£290.00	£38.00	£285.00	£380.00

Waddon Leisure, 32 spaces		
Tariff	Duration	Existing
Mon – Sun 7am - 10pm	1hr	£0.70
	2hrs	£1.40
	3hrs	£2.10
	4hrs	£2.80
	5hrs	£3.50
	6hrs	£4.20
	7hrs	£4.90
	15hrs	£5.60
Motorcycles	All day	£0.00

New emission-based charge		
Band 1	Band 2	Band 3
£0.09	£0.68	£0.90
£0.18	£1.35	£1.80
£0.27	£2.03	£2.70
£0.36	£2.70	£3.60
£0.45	£3.38	£4.50
£0.54	£4.05	£5.40
£0.63	£4.73	£6.30
£0.72	£5.40	£7.20
£0.00	£0.00	£0.00