

Parking Policy

2024

CROYDON
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Policy Ambition

“The ambition of Croydon’s new policy is for it to play its part in restoring pride in the borough and to support efforts for our town centre and high street recovery. In reaching this ambition, the Parking Service will operate in a way that is supportive, fair, transparent and efficient.”



MAYOR'S BUSINESS PLAN



CROYDON PARKING POLICY

Customer focused in everything we do
Provide safe, accessible parking for all users
Efficiently manage the parking service
Be transparent in how we approach parking



FAIR

- We will aim to provide parking that will benefit businesses and all our users
- We will robustly enforce blue badge fraud
- We will provide targeted enforcement in non-compliant areas

SUPPORTIVE

- We will provide free limited stay parking in our town and district centres
- We will continue to consider the needs of businesses and our community when implementing parking schemes

EFFICIENT

- We will manage the parking service effectively, putting the customer at the forefront of everything we do
- We will introduce virtual permits and technologies to aid our customers

TRANSPARENT

- We will communicate openly with our customers
- We will undertake a fair assessment of footway parking across the borough
- We will continue to be transparent when setting parking tariffs

Introduction

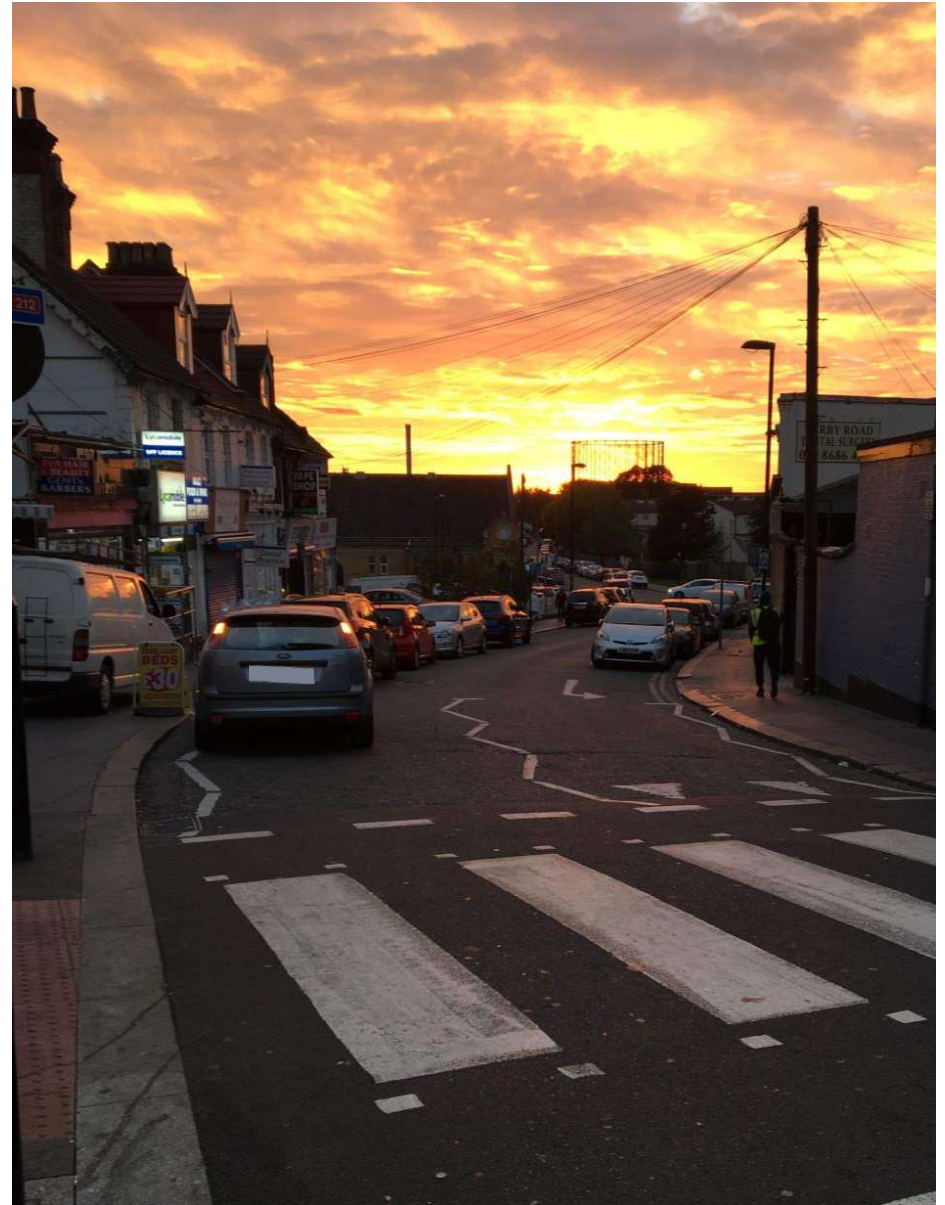
Parking management matters. It matters to Croydon and it matters to its residents, businesses and partners.

Residents across the borough need - and rightfully expect - sensible, safe and fair access to their homes, whether they are drivers or users of other forms of transport. Businesses seek vibrant town centres and high streets which people can easily access to support the local economy.

Croydon is serious about sustainable forms of transport, reducing emissions and improving air quality, but this policy is not seeking to be anti-car. The way the council manages its parking and balances the competing uses of its limited roadside space is vitally important to the vibrancy and vitality of Croydon's town centres and high streets; creating an accessible and safe space.

Everyone living, working or visiting the London Borough of Croydon is affected to some degree by parking. The successful and safe movement of people and goods is critical to the vitality of the borough and to the wellbeing of residents, as well as existing and prospective businesses and visitors.

The roadside is everywhere and the way it is used can help – or hinder – all of the council's desired outcomes (set out in the Executive Mayor's Business Plan).



Objectives

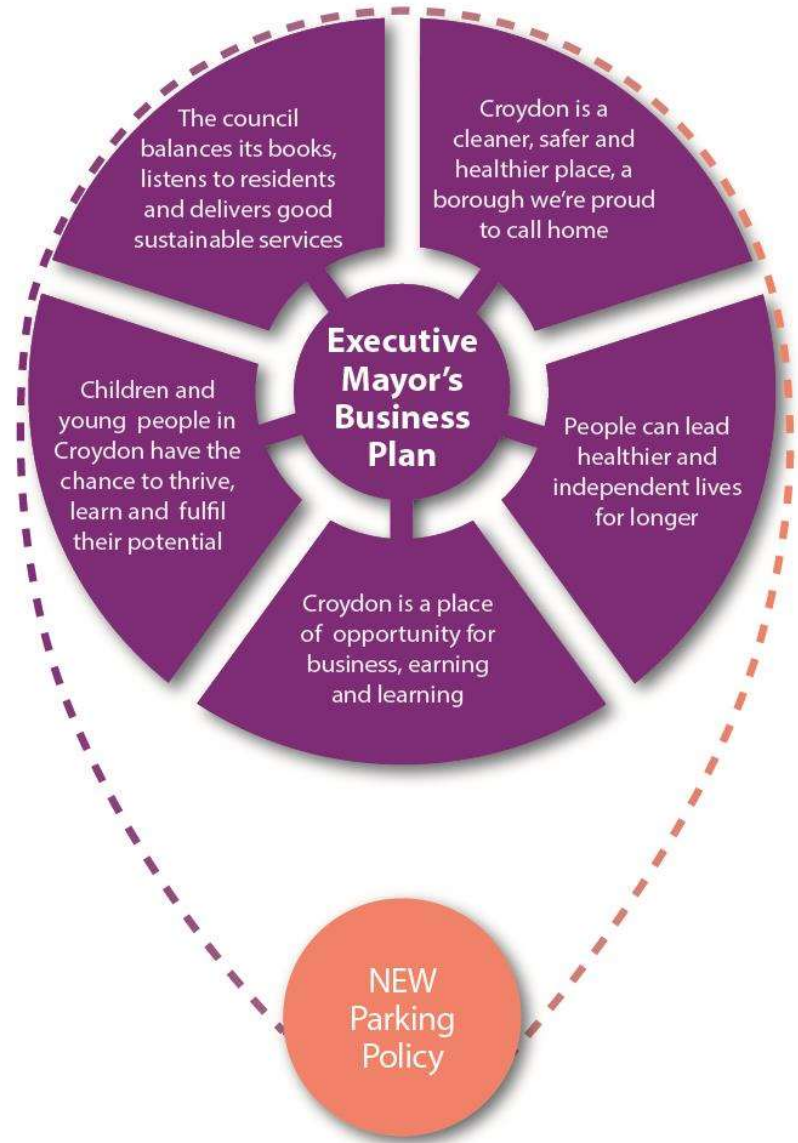
The scope of this Parking Policy is necessarily broad, in part reflecting the complex and challenging linkages between parking and transport, environmental, economic, health and planning issues.

Although the policy areas in this document are focused on what a parking service can deliver within its limited remit, it has been written with an awareness of and an intention to complement other strategic policies such as the emerging Air Quality Action Plan. Particular attention has been given to the Executive Mayor's Business Plan.

The Executive Mayor's Business Plan sets out to transform the council into *“one that delivers sound and sustainable local government services, and in so doing will transform our borough into one that Croydonians can once again be proud to call home.”*



The Business Plan sets out five priorities:



Priorities

This policy will guide the council's parking management activities and Parking Service operations in a way that builds on and improves existing arrangements and addresses the longer term challenges.

The council seeks to position Croydon as a borough of opportunity for business, earning and learning and a place that people are proud to call home.

Demand for roadside space often exceeds available capacity, so a sound understanding of users and what benefits Croydon the most, helps to prioritise the allocation of this finite space.

Local needs and characteristics will mean that it may be necessary to flex and vary what is prioritised in different areas.

For example, in town centres and high street retail areas, the parking needs of visitors to businesses would be prioritised to help ensure the ongoing vitality of the local economy in those areas. Whereas in residential areas it would be the parking needs of residents that would be prioritised.

In playing its part to deliver the Executive Mayor's Business Plan, the policy drivers of this Parking Policy are for the council's Parking Service to be:

- ✓ Fair
- ✓ Supportive
- ✓ Transparent
- ✓ Efficient

These four policy drivers are linked to the five specific parking policies and each policy highlights which of these policy drivers they relate most strongly to.



Policy One – Supporting Our Local Economy

In the borough there is a growing population and a finite amount of available roadside space, which has a variety of competing uses. Where the roadside is used for car parking, it is important that the value of this space is properly understood and considered in light of any potential alternative uses for that space and the council's ambitions around **supporting** the rejuvenation of our town centres and high streets.

The council is proud to be able to offer limited stay free parking within our town centre locations, it is vital we use all our available resource to encourage our community to visit our local businesses and support our local economy. Limited stay parking ensures a regular turnover of spaces and we will continue to develop schemes that are easy to use for customers and will provide economic support to our local businesses.

Sensitive consideration will be given when setting our parking charges to balance the needs of the user against the demand for roadside parking spaces. Parking charges should not prohibit those who wish to visit our borough, but they should also act as a deterrent to inconsiderate parking activities.

Where parking tariffs apply – whether that be for permits or short stay parking – drivers benefit from simple, **transparent**, and easy to understand tariff structures. Discounted parking tariffs for electric vehicles has limited to no impact on the overall move towards electric vehicle take up in Croydon, so consideration will be given to the appropriateness - and extent - of any ongoing discounts going forward.



Policy Two – Appropriate Parking Management

With a growing population and finite roadside space available for parking, it is appropriate that the council develops a programme for reviewing and assessing parking controls.

The full range of parking management approaches are available to Croydon and it is fully accepted that what is appropriate in one area may not be appropriate in another.

Schemes to **support** our communities could include:

- **Permit parking schemes**
- **Free and paid for time limited parking**
- **Yellow line restrictions – to deter commuter parking**
- **Junction protection for safety**

Listening and engaging with our residents and business will ensure the council can ascertain and prioritise areas for review which would benefit from the protection and priority for residents and partners that an efficient parking control scheme could afford.

Any new parking schemes will include ensuring designs and projects deliver sufficient future and shared mobility provision across the borough, which would include electric vehicle charging and suitable space for 'car clubs'. Any parking controls introduced will be enforced transparently, robustly and fairly to help stop and prevent inappropriate, illegal and anti-social parking.

Through a variety of planning mechanisms, conditions and legal agreements, the council may require developers to contribute towards prevention of local parking pressure in existing streets.



Policy Three – Supporting our Disabled Residents

Blue Badges are issued to people with genuine need to have prioritised parking based on specific criteria around their disability. The council rightly gives a degree of **support** and priority to Blue Badge holders when designing its parking schemes, its Healthy Neighbourhoods and even in its setting of parking charges.

The council will review disabled parking provision across the borough to ensure it meets the needs of our disabled residents now and into the future. In reviewing this, the council will also update related exemptions, permitting and limitations on its streets and in its car parks, ensuring restrictions and permit products are **fair** and help **support** the council's overall ambitions for accessibility and vibrancy of its town centres and high streets.

To protect the integrity of the Blue Badge scheme, the council will robustly investigate and enforce against those people found to be defrauding the scheme. A typical example of Blue Badge fraud would be a driver who is not disabled using someone else's Blue Badge (whether it be a friend, relative, or stolen) to park for free or in locations restricted to Blue Badge holders only. This is unacceptable and takes away much needed parking space from those that need it most. London Councils estimated that the fraudulent misuse of Blue Badges could be costing local government (Transport for London and the boroughs) [£5,000 - £10,000 a year per badge](#).

Footway parking may be necessary in certain locations but where not considered properly, it can significantly impact on the health and wellbeing of disabled and less mobile residents, as well as those choosing to walk. In association with the council's work protecting its disabled residents, reviews and possible reprovisioning of existing footway parking exemptions and suspensions will be considered.



Policy Four - Efficient Service Management

The Parking Service will be customer focused and the council will embrace and utilise industry best practice and new technologies to drive forward improvements and **efficiencies** in its parking operations, to provide a fit for purpose service that **works for all users**.

The Parking Service will collaborate with and **support** other departments and partners both internal and external to the council to identify and introduce increasingly **efficient** practices while delivering an improved customer experience.

Technology is readily available to help modernise the Parking Service.

- Virtual Permits to replace the traditional paper permits.
- Cashless parking phone apps are already used throughout the borough and are far more **efficient**, than physical pay and display machines.
- We will deal with all enquiries in a timely manner ensuring these are dealt with **fairly, efficiently** and **transparently**.

Efficiencies in service management will be balanced by the ongoing commitment to provide services that residents and businesses can access and use. The service will also need to ensure it positively contributes towards delivering the Executive Mayor's five key priorities .

Such use of technology would eliminate issues that may arise with delayed postage of permits, doctoring of permits etc. and provide an improved customer experience throughout the permit application process and when utilising the council's parking provision.



Policy Five - Intelligence-led Enforcement

Our enforcement efforts will be “intelligence led”, striking a balance between achieving an acceptable standard of compliance and being robust and responsive to local problems and concerns.

Our enforcement actions will be carried out in a way that is proactive, **transparent** and supported by good communications. We will be consistent and **fair** but also sensitive to local businesses across the different areas of the borough. Priority will be given to enforcing locations and at times of day where compliance with restrictions is low. The enforcement will be proactive to target illegally parked vehicles and aim to boost levels of compliance across the borough.

Various sources of data are available to help our Civil Enforcement Officers (CEOs) to be pro-active and target locations with compliance issues at the time the issues are prevalent, which could mean certain days of the week or even particular times of day. Where available intelligence improves over time, the Parking Service will evolve its operations and update its approach, continually reviewing and targeting illegal parking to boost compliance.

The Parking Service will be collaborative with other council departments and external organisations. Where known issues may exist with – for example – a motor garage parking customer vehicles on street, the Parking Service would collaborate with and **support** partners such as Police and the relevant licensing teams within the council to address the behaviours even where parking enforcement is not technically possible.



Delivering the Policy

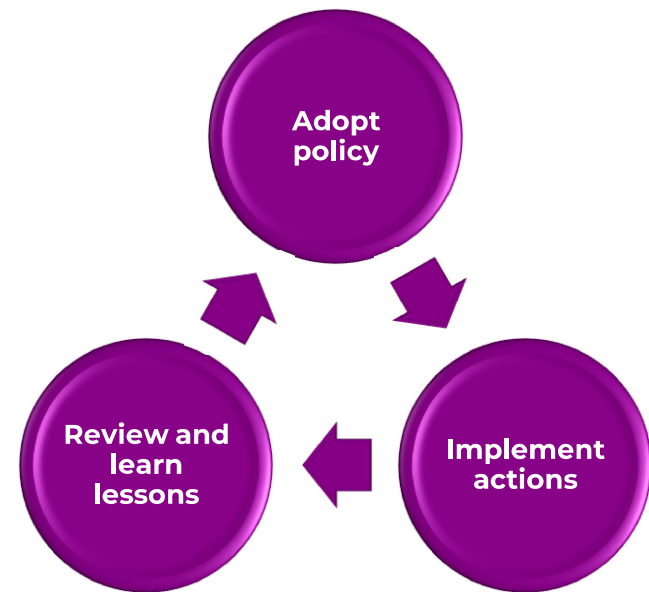
Adopt – Implement - Review

Once formally **adopted**, this new Parking Policy will be owned and championed by the entire council but responsibility for **implementing** individual actions and delivery can and will be assigned to relevant service managers within the council as necessary. On a day to day basis, the mechanisms for delivering the policy will include the actions of the council's Civil Enforcement Officers when on-street, the approach taken by its design engineers, and advice provided by senior managers.

This policy is forward looking. However, it is reasonable given the pace of change that this policy may need to be updated as the actions and policies it delivers are updated.

Any updates will be considered mindful of the overall council ambitions around working productively with its residents and ensuring the vitality of its town centres and high streets.

It is also appropriate that periodically, the policy is **reviewed** and assessed to determine how much progress is being made towards achieving its overall objectives and in delivering the proposed actions set out in the Action Plan.



Action Plan

Summary of Proposed Actions

Action Plan Item	Links to Policy Drivers	Brief Description	Anticipated Timescales
Borough-wide Review of Disabled Bay Parking Provision	<ul style="list-style-type: none"> • Efficient • Supportive • Fair 	<p>Supporting its disabled residents is rightly important to the council and the way it manages its disabled bay parking provision can have a positive impact.</p> <p>The council will review disabled parking provision across the borough to ensure it meets the needs of our disabled residents now and into the future.</p> <p>In reviewing this, the council will also update related exemptions, permitting and limitations on its streets and in its car parks, ensuring restrictions and permit products are fair and help support the council's overall ambitions for accessibility and vibrancy of its town centres and high streets.</p>	2024
Blue Badge fraud initiative	<ul style="list-style-type: none"> • Supportive • Transparent 	<p>Fraudulent use of Blue Badges undermines the entire Blue Badge scheme and disadvantages the very people the scheme is intended to support.</p> <p>The council will work internally across relevant departments and outside the Council with key external partners (e.g. Police, Department for Transport) to tackle fraudulent use of Blue Badges in a transparent and thorough way.</p>	2024 - 2025

Summary of Proposed Actions

Action Plan Item	Links to Policy Drivers	Brief Description	Anticipated Timescales
Review existing footway parking provision across the borough	<ul style="list-style-type: none"> Fair Transparent 	<p>There are in the region of 300 roads (or parts of roads) across Croydon that currently allow footway parking.</p> <p>A review of targeted locations will take place to identify whether footway parking is still required and - where it is found to be possible - remove roads from the exemption or suspension lists and reintroduce enforcement.</p> <p>Although approached as a single action, it is acknowledged that there will be some very specific local considerations in each location and officers will be nuanced in progressing this action in a fair and transparent way.</p>	2024 - 2026
Review of pay & display machine provision across the borough	<ul style="list-style-type: none"> Efficient Supportive 	<p>Croydon has pay and display machines across the borough, which clutter footways, are increasingly expensive to maintain, and face increasing technological challenges.</p> <p>The council will move to replace all existing P&D machines with the mobile phone payment option only. This will allow better flexibility, efficiency and cost less to administer for the Council going forward. Consideration will be given to retaining specific P&D machines in very limited circumstances to support the particular area</p>	2024

Summary of Proposed Actions

Action Plan Item	Links to Policy Drivers	Brief Description	Anticipated Timescales
Review of free short stay parking provision	<ul style="list-style-type: none"> • Supportive • Fair 	<p>This action will review the current free parking provision.</p> <p>Consideration will be given to shorter free allowances where it would support the local businesses and ensure turnover of available spaces.</p> <p>Where the length of free parking is reduced, a fair charge would be introduced to reflect the value and competing uses for the roadside and ensure that costs are not continued to be borne by the council.</p>	2024
Update and simplification of parking fees and charges	<ul style="list-style-type: none"> • Fair • Transparent 	<p>The Council will review tariff levels for its short stay parking and parking permit products, simplifying the structures and improving the fairness of the tariffs.</p> <p>The updated fees and charges will be established in a way that simplifies the charging levels to help those parking with more transparent information to more easily understand the tariff rates and make more informed decisions about when, where and how long they park.</p>	2024

Summary of Proposed Actions

Action Plan Item	Links to Policy Drivers	Brief Description	Anticipated Timescales
Rollout of virtual parking permits	<ul style="list-style-type: none"> • Supportive • Efficient 	<p>The council would take the necessary steps to replace the current process of issuing paper-based parking permits. Technology has existed for several years which can mean applications, payments and issuing of parking permits no longer requires a physical permit being issued.</p> <p>The process of moving to what is commonly referred to as 'virtual permits' is well established and has been done by the majority of London boroughs and is relatively straight forward. It will be supportive of residents and contribute to a more efficient service.</p>	2024
Develop a programme of appropriate parking and traffic management schemes	<ul style="list-style-type: none"> • Efficient • Supportive 	<p>Plan for and deliver a programme of parking and traffic management schemes across the borough.</p> <p>A targeted approach will help ensure schemes are implemented in areas that efficiently deliver the most support to residents and businesses.</p> <p>The Council may also identify Housing car parks that require Traffic Management Orders to efficiently and transparently manage parking for its residents and introduce schemes where appropriate.</p>	2024 - 2026

Summary of Proposed Actions

Action Plan Item	Links to Policy Drivers	Brief Description	Anticipated Timescales
Review existing and identify potential future controlled parking zones.	<ul style="list-style-type: none"> • Efficient • Supportive • Fair 	<p>As the borough continues to grow and develop, the parking pressures in areas can evolve and what may have been an appropriate CPZ regime previously, may require review.</p> <p>Also, where there has been new housing built, or new housing is planned, existing local residents may benefit from the protection that a new CPZ affords.</p> <p>A programme of CPZ reviews (of both new and existing zones) will be developed, with fair and supportive engagement with residents and partners at its core.</p>	2024 - 2026
Review of parking enforcement operations	<ul style="list-style-type: none"> • Transparent • Efficient 	<p>The review will ensure that where the service is already operating well, that it continues and that where improvements are possible, these are identified and transparently incorporated into its practices.</p> <p>There is no finish line in the pursuit of continued improvement in parking enforcement operations but the council will take the opportunity to review its current operations, exploring best practice and efficiencies identifying improvements that suit and can be integrated into its own operations.</p>	2024 - 2026

Summary of Proposed Actions

Action Plan Item	Links to Policy Drivers	Brief Description	Anticipated Timescales
Review of operational hours of on-street controls	<ul style="list-style-type: none"> Fair Supportive 	<p>For consistency, fairness, and to help support local businesses, a review of existing hours of control within areas of controlled parking will be undertaken.</p> <p>Many existing parking controls and zones have been in place unchanged for decades so it is appropriate to review those to ensure they remain the most appropriate hours of operation for the area.</p> <p>This is particularly relevant in light of changing work patterns, commuter behaviours etc</p>	2024 - 2026
Update Electric Vehicle Charging Strategy	<ul style="list-style-type: none"> Efficient 	<p>As electric vehicle take up continues at pace over the coming years, the council will revisit and articulate its position in regard to public on street - and car park - charging provision.</p> <p>The council will need to be clear as to what it expects from providers, residents and its own officers in efficiently delivering the step change in charging provision.</p>	2024 - 2025

Summary of Proposed Actions

Action Plan Item	Links to Policy Drivers	Brief Description	Anticipated Timescales
Develop a Car Club Policy	<ul style="list-style-type: none"> • Supportive • Fair 	<p>Car clubs can present a more affordable option than owning a car and play a positive role in supporting the travel options of residents.</p> <p>The council currently has several commercial providers of car clubs operating in the borough utilising borough roads and roadside space at no cost. The policy will review and establish whether limiting numbers of operators – or potentially contacting exclusively with one provider – will deliver a better and fairer provision for the borough users. Potential tariffs for car club parking provision will also form part of any new policy.</p>	2024 - 2025
Develop a Loading/ Servicing Policy	<ul style="list-style-type: none"> • Transparent 	<p>The Council will consider its position on how it will manage delivery and servicing vehicles and the roadside interactions with those vehicles going forward. With renewed focus on revitalising town centres and high streets the council needs to ensure that loading/ unloading and servicing for businesses is available and practical.</p> <p>The policy will involve review of current workings and then establishing the council's position, which can then transparently feed in to future scheme designs, permit arrangements and tariff levels.</p>	2024 - 2025

