

GREATER LONDON AUTHORITY

Spencer Palmer
[REDACTED]

Ref: MGLA181219-9079

Date:

Dear Spencer,

We write further to your request for the Mayor's approval of the proposed change to the additional parking charges applicable in the London Borough of Greenwich from Band B to Band A.

We have some questions that we would appreciate a response to in order to assist the consideration of this matter:

1. We note that the London Council's Transport and Environment Committee (TEC) report provides that there are no equalities implications arising from this proposal. Please could you send your analysis/any analysis carried out by the London Borough of Greenwich that allowed you to reach this conclusion. This will enable us to fully understand this evaluation, and pursuant to paragraph 2.4 of the Secretary of State's Statutory Guidance to Local Authorities on the Civil Enforcement of Parking Contraventions which reads "Enforcement authorities should design their parking policies with particular regard to... meeting the needs of people with disabilities, some of whom will be unable to use public transport and depend entirely on the use of a car" and the Mayor's equality duties.
2. Please could you confirm whether all of the roads that would be affected are borough roads rather than the Transport for London Road Network?
3. The data provided includes projections of likely PCNs in 2019/20. Could actual number of PCNs for the year so far be provided?
4. I note that the report provides information on a considerable uplift in the number of PCNs issued within the borough in contrast with the wider London trend. The comparison to London trends is useful but we would be interested to know if there has been a similar increase in neighbouring boroughs? We would also be interested to know any views from the neighbouring boroughs (Bexley, Bromley and Lewisham) on this proposal, particularly considering parking displacement.
5. We would be interested in any data relating to the level of appeals/representations to PCNs and upheld appeals between 2011/12 and 2018/19 for both Band A and Band B PCNs.

On receipt of this information, we will endeavour to send a response as soon as possible taking into account the statutory process.

Yours sincerely

Tim Steer
Assistant Director, Transport, Infrastructure and Connectivity

Tim Steer
Greater London Authority
City Hall
The Queen's Walk
London
SE1 2AA

Contact: Spencer Palmer
Direct line: 020 7934 9908
Email: spencer.palmer@londoncouncils.gov.uk
Ref: MGLA181219-9079
Date: 10 March 2020

Dear Tim,

Additional parking penalties and related charges for the Royal Borough of Greenwich

Following on from your request for further information to the proposed change to the additional parking charges applicable in the Royal Borough of Greenwich (RBG), please see below the responses provided by RBG to your questions:

- 1) The Greater London Authority (GLA) note that London Councils Transport & Environment Committee (TEC) report provides that there are no equalities implications arising from this proposal. Please could you send your analysis/any analysis carried out by the Royal Borough of Greenwich (RBG) that allowed you to reach this conclusion. This will enable us to fully understand this evaluation and pursuant to paragraph 2.4 of the Secretary of States Statutory Guidance to Local Authorities on the Civil Enforcement of Parking Contraventions which reads "Enforcement authorities should design their parking policies with particular regard to meeting the needs of people with disabilities some of whom will be unable to use public transport and depend entirely on the use of the car" and the Mayors equality duties.**

It is RBG's belief that the expected improved parking compliance, associated with the implementation of a borough wide banding change to Band A, would make parking easier for all motorists by ensuring greater compliance with the current parking controls which have been designed to maximise the use of all available parking space. The increase in fine level from Band B to Band A would not have a negative impact on disabled motorists who park legally and in compliance of the restrictions which are in place. Improved compliance creates more parking availability and will benefit all disabled and able-bodied motorists.

Within the boundaries of RBG and in addition to the 756 dedicated parking spaces currently available to Blue Badge holders there are over 2700 pay & display (P&D) only and shared use (P&D/permits) parking spaces which offer free parking to all valid Blue Badges. To reinforce its commitment to assist disabled motorists RBG also offers free resident parking permits to those who reside within a controlled parking zone and qualify for a Blue Badge.

RBG fully recognises and implements the parking exemptions given to vehicles displaying the Health Emergency Badge (HEB) administered by London Councils. RBG also ensures that its mitigation policy, when dealing with challenges and representations made against penalty charge notices (PCNs), is reflective of the issues faced by disabled motorists and where the circumstances dictate, will waive first offences committed by Blue Badge holders.

As the Mayor's office will be aware and as part of its Band A application, RBG conducted a robust public consultation exercise and it can advise that the results of this process did not raise or identify any equality concerns from those who responded.

It should also be noted that in accordance with RBG's policy for conducting Equality Impact Assessments (EIAs) on proposals, an 'Initial Screening' exercise was undertaken. The Initial Screening is the first of a two-stage process and determines whether to proceed with a full EIA. In this instance, the Initial Screening indicated that it is not necessary to carry out an EIA. A copy of the Initial Screening is attached in Appendix C.

2) Please could you confirm whether all of the roads that would be affected are borough roads rather than the Transport for London Road Network (TLRN)?

Regarding the roads covered in this application, RBG can confirm that all the roads listed are borough roads and none are part of the TLRN.

3) The data provided includes projections of likely PCNs in 19/20. Could the actual number of PCNs for the year so far be provided?

RBG can confirm that for the period 01/04/2019 – 31/01/2020 (inclusive), a total of 57,904 PCNs have been issued. Assuming a linear increase from this period to the end of March 2020, it is anticipated the total number of PCNs issued will be around 69,000. This exceeds the 64,000 PCNs estimated at the time of the original application.

4) The GLA note that the report provides information on a considerable uplift in the number of PCNs issued within the borough in contrast with the wider London trend. The comparison to London trends is useful but we would be interested to know if there has been a similar increase in neighbouring boroughs. We would also be interested to know any views from the Neighbouring boroughs (Bexley, Bromley & Lewisham) on this proposal particularly considering parking displacement.

RBG at present, does not enforce via CCTV and is currently one of 11 London Boroughs who have dual Band A and Band B status. Therefore, in response to item 4 of the Mayor's request for further information and to provide a more relevant comparison, the information set out in Appendix A, Table 1 only relates to PCNs directly issued by Civil Enforcement Officers (CEOs) during the period 2015/16 – 2018/19. To clarify, these do not include PCNs issued by CCTV.

Appendix A, Table 1 also provides data on those authorities which directly border RBG, namely LB Lewisham, LB Bromley and LB Bexley; with these also having dual band status.

The Mayor's office will note that whilst the average PCN increase across the whole of these authorities is 6.96% the increase for RBG is 39.13%; with the increase for LB

Lewisham being even higher. LB Bexley and LB Bromley both show a decrease over the period.

RBG can advise that, prior to their Band A application being submitted to TEC, there was no direct communication with LB Lewisham, LB Bromley or LB Bexley on this issue and it is the understanding that this was not a requirement of the application process.

RBG are of the understanding that any issues or objections from other boroughs to the application being made, would have been raised as part of the application process as set out by London Councils. RBG has been informed that all relevant papers and appendices were issued to these authorities by London Councils in advance of the 5 December TEC meeting and that no comments or objections were raised by those authorities. This may be because of the commitment given by RBG that, where it has been deemed necessary, all relevant boundary roads will remain as Band B to ensure consistency with the neighbouring authority. In this way, there will be no impact on residents who live at the relevant locations and no negative impact regarding displaced parking.

It should be emphasised that the proposal for full Band A status is to reduce instances of illegal parking and improve compliance with existing restrictions and therefore, it is not anticipated that this will lead to displacement.

5) The GLA would be interested in any data relating to the level of appeals/ representations to PCNs and upheld appeals between 2015/16 – 2018/19 for both Band A & Band B PCNs

RBG's Parking Services' current back office system is unable to output the required information without a considerable level of manual intervention. In view of this, and to provide what is hoped will be a satisfactory compromise, the information shown in Appendix B Table B1 relates to Appeals & Representations data for the periods 2018/2019 and 1/4/2019 – 31/12/2019. Table B2 relates to Appeals data for the period 2018/19, which can be split by Banding and Table B3 provides Appeals data for period 1 April 2016 – 31 March 2019.

I trust this answers the queries the GLA has raised, however should you have any further queries or require any additional information please contact Graham Nash directly at graham.nash@royalgreenwich.gov.uk.

Yours sincerely,



Spencer Palmer
Director, Transport and Mobility

Appendix A

Borough	CEO issued PCNs 2015-16	CEO issued PCNs 2016-17	CEO issued PCNs 2017-18	CEO issued PCNs 2018-19	% increase/decrease 15/16 - 18/19
RB Greenwich	30,476	38,885	38,342	42,400	39.13
Barking & Dagenham	42,384	47,908	50,161	54,042	27.51
Bexley	47,075	51,406	44,999	45,755	-2.80
Brent	100,136	105,584	112,265	118,352	18.19
Bromley	73,472	71,117	61,231	56,460	-23.15
Havering	42,876	57,979	81,147	62,553	45.89
Lambeth	128,377	107,067	113,958	123,544	-3.76
Lewisham	36,195	47,313	52,213	54,664	51.03
Richmond	60,001	66,718	69,405	67,343	12.24
Southwark	74,826	77,828	81,402	88,306	18.02
Wandsworth	151,132	133,178	123,444	128,330	-15.09
<i>Totals</i>	<i>786,950</i>	<i>804,983</i>	<i>828,567</i>	<i>841,749</i>	6.96

Table A1 - Comparison of Dual Banded Borough PCN Numbers

Appendix B

Year	PCNs issued	Representations received (statutory & other)	Representations upheld	Of which were Band A	Of which were Band B
2018/19	42,400	9,020	1,856	942	914
2019/20 (1/4/19 to 31/12/19)	52,001	10,134	1,109	518	591

Table B1 - Representations Totals (including Appeals)

Year	PCNs issued	Appeals processed by ETA	Appeals upheld	Of which were Band A	Of which were Band B
2018/19	42400	314	103	47	55

Table B2 - Appeals Analysis 2018/19 by Banding

Year	PCNs issued	Appeal processed by ETA	Appeals upheld	% of Appeals upheld
2016/17	38,885	345	128	37.1%
2017/18	38,342	387	147	37.9%
2018/19	42,400	314	102	32.38%

Table B3 – Appeal Analysis 2016 - 2019

Appendix C

Equality Impact Assessment – Initial Screening

Proposal: Application to Amend the Penalty Charge Notice Banding in the Royal Borough of Greenwich

	Likely Impact			Brief Explanation
	High	Low	None	
Age			✓	Not considered to be disadvantaged by the proposal.
Disability		✓		<p>Residents living within Controlled Parking Zones (CPZs) who are Blue Badge holders are eligible for a free Resident Permit on application to the Council in accordance with the Council's published guidelines.</p> <p>Residents holding Blue Badges may also apply, in accordance with the Council's published guidelines, to the Council for a disabled parking space to be marked on-street close to their home.</p> <p>All Blue Badge holders can park on-street on single and double yellow lines for up to three hours so long as there is not a loading ban and do not cause an obstruction.</p> <p>The impact of the proposal on those with disabilities is therefore expected to be low.</p>
Race			✓	Not considered to be disadvantaged by the proposal.
Sex			✓	Not considered to be disadvantaged by the proposal.
Sexual Orientation			✓	Not considered to be disadvantaged by the proposal.
Religion or belief			✓	Not considered to be disadvantaged by the proposal.
Gender re-assignment			✓	Not considered to be disadvantaged by the proposal.

Pregnancy & maternity			✓	Not considered to be disadvantaged by the proposal.
Marriage & Civil Partnership (employment only)			✓	Not considered to be disadvantaged by the proposal.
Caring responsibilities			✓	<p>Where residents require regular care a free Carer Permit is available on application to the Council in accordance with the Council's published guidelines.</p> <p>The Council also recognises the Health Emergency Badge (HEB) which assists people involved in the delivery of primary healthcare to park when attending medical emergencies in patients' homes.</p> <p>The impact of the proposal on those with caring responsibilities is therefore expected to be low.</p>

Background

The proposal is the extension of Band A charging level to cover the whole of the borough,

The Royal Borough currently has dual banding i.e. an area of Band A charging, principally around Greenwich Peninsula and Greenwich Town Centre, and Band B over the rest of the borough. Analysis of Penalty Charge Notices (PCNs) between 2015/16 and 2018/19 indicates that there has been a disproportionate rise in parking contraventions within the Band B areas of the borough, compared to those in Band A (50.3% increase in Band B compared to 25.9% in Band A). To reduce the instances of illegal parking in the Band B area it is therefore proposed to seek an extension of Band A over the whole borough.

The Council's Parking Strategy has eleven key objectives which are:

- Sustainable growth and development and the eradication of poverty
- Local business growth – particularly supporting local traders
- Balancing the demand for parking with maintenance of amenity for local residents
- Improvement of road safety
- Smoothing of traffic flow to reduce congestion
- Prioritisation of kerbside space according to need
- Encouraging a shift from private cars to more sustainable means of transport
- Improving air quality
- Maintenance and improvement of the quality of the public realm and local environment
- Provision of a fair, robust, proportionate, efficient, responsive and transparent enforcement service
- Utilisation of technology to provide good and efficient customer service

One of the key supporting arrangements to achieving these objectives, and those of the Mayors Transport Strategy, is the introduction of parking controls and their enforcement. When introducing measures which restrict parking (and other traffic movements) there is a statutory consultation process (in addition to informal consultation) where members of the public can submit objections. Any objections received must be considered through a further formal process in accordance with the Council's Constitution.

Parking enforcement prevents illegal parking and brings safety benefits for all road users through improved compliance with parking controls. This benefits improvements in traffic flow, reliability of bus and other public transport series, accessibility, road safety, economic vitality and community safety.

Fair and consistent enforcement ensures that only those who contravene the regulations are penalised and motorists who are compliant have the benefit of a properly managed and operational network.

The Traffic Management Act 2004 sets out a robust statutory procedure that must be followed at each stage of the Penalty Charge Notice (PCN) and includes the right of appeal to an independent adjudicator at London Tribunals' Environment and Traffic Adjudicators (ETA).

Based on the Initial Screening it is not necessary to carry out an Equality Impact Assessment.

From: Mayor of London <[REDACTED]>
Sent: 15 May 2020 07:51
To: Graham Nash [REDACTED]
Cc: Spender Palmer [REDACTED]
Subject: RE: Greenwich penalty band change application
Dear Graham,

As you are aware, the GLA and Transport for London (TfL) are currently considering a request submitted by London Councils on behalf of Royal Borough of Greenwich to amend parking charges in the borough.

Thank you for your patience during this unprecedented period. This has unfortunately led to some delay in progressing this request. Having now considered the additional information provided by Spencer Palmer on 10 March, could I please request a copy of the consultation report produced?

As the Mayor and his team are understandably consumed in responding to the coronavirus crisis, there may be some further delay in the decision making process. Please be assured however we hope to now progress this matter as soon as possible provided we have all of the required information.

Yours sincerely,

Tim Steer
Assistant Director - Transport, Infrastructure and Connectivity

From: Richard Cornell [REDACTED]
Sent: 12 June 2020 01:17
To: Mayor [REDACTED]
Cc: Graham Nash [REDACTED] 'Spencer
Palmer [REDACTED]
Subject: RE: Greenwich penalty band change application

Dear Tim,
Thank you for your email and my apologies for the delay in replying.
The outcome of the consultation was presented to the relevant Cabinet Members by way of a briefing note, a copy of which is attached, and formed the basis of the application to London Councils.
Please let me know if anything further is needed and we look forward to your response.
Many thanks
Richard
Richard Cornell
Parking Services Manager
Strategic Transportation
Royal Borough of Greenwich



✉ Woolwich Centre, 35 Wellington St, Woolwich, London SE18 6HQ

BRIEFING NOTE

To:

**Cabinet Member Air Quality, Sustainability and Transport
and
Cabinet Member Children's Services and Community Safety**

REPORT TITLE Changing Royal Borough of Greenwich Penalty Charge Notice (PCN) Banding Level - Consultation Results	Date: 31/10/2019
LEAD OFFICER Director for Regeneration, Enterprise and Skills	WARDS All

1.0 Introduction

1.1 The purpose of this briefing note is to give an update on the outcome of the borough-wide consultation exercise undertaken in relation to the proposed application for the Royal Borough to apply to London Councils for approval to change from a predominantly Band B PCN charging authority to fully Band A charging authority.

2.0 Background

2.1 A report was approved by Cabinet in December 2017 regarding a range of parking related proposals such as the adoption of powers to enforce moving traffic contraventions, review of permit charges and on-street and off-street parking charges etc. and also included making an application to London Councils regarding rebanding.

2.2 Section 7 of the 2017 report (Next Steps: Communication and Implementation of /the Decision) stated:

Subject to Cabinet approval of the proposals, the next steps would be to:

- *Begin the process of making submissions to London Councils associated with adopting the powers for the enforcement of moving traffic contraventions and changing the PCN banding arrangements,*

2.3 Further details were set out in Section F of Appendix A of the 2017 report.

- 2.4 Band A PCNs are at a higher level than those in Band B areas to provide a more stringent penalty in those areas deemed to be more sensitive to illegal parking to achieve better compliance. Both bands are further subdivided to 'higher' and 'lower' contraventions to reflect the greater impact of certain types of illegal parking on road safety and congestion. A plan of the current banding in the Royal Borough and elsewhere in London is shown in Appendix C.
- 2.5 Part of RBG's application will be to report the outcome of public engagement with this proposal and to this end a borough-wide consultation was undertaken in September 2019 with a number of exhibitions held around the borough. The application to London Councils is due to be presented in December 2019.

3.0 Consultation

- 3.1 A consultation was carried out in September 2019 with residents, businesses and visitors to the Royal Borough to determine the level of support for the proposed application to seek rebanding of penalty charge notice levels in the borough to Band A. The consultation comprised an online survey accompanied by an extensive publicity campaign. A copy of the consultation document and questionnaire are included in Appendix D.
- 3.2 To publicise the consultation, an advert was placed on Royal Greenwich's website and in local newspapers, along a widespread social media campaign. In addition to the online consultation, a series of six face to face drop-in sessions were held at the borough's three Contact Centres in the borough (Greenwich, Eltham and Woolwich), where qualified staff were made available to answer any questions regarding the consultation. These sessions were held mid-week and on Saturday's at each of the centres and those wishing to partake in the consultation process could also complete a hard copy equivalent of the online process. Details of publication dates etc. are set out in Appendix A, Table 1.
- 3.3 Participants of the consultation were asked to indicate whether or not they would support a uniform Band A charging level across the whole of Royal Greenwich in order to reduce non-compliance of the parking regulations. Five possible responses were provided, ranging from

‘strongly agree,’ ‘somewhat agree,’ ‘neither agree or disagree,’ ‘somewhat disagree,’ and ‘strongly disagree.’

4.0 Consultation Results

- 4.1 In total 356 completed responses were received, and a breakdown of responses is set out in Appendix B, Tables 1, 2 and 3 below.
- 4.2 269 (75.6%) of the respondents supported the proposal (i.e. returned either ‘strongly agree’ or ‘somewhat agree’) of having a uniform Band A across the borough.
- 4.3 59 (16.6%) of respondents (i.e. returned either ‘somewhat disagree’ or ‘strongly disagree’) did not support the proposal and 28 (7.8%) of respondents chose neither option and responded ‘neither agree nor disagree.’
- 4.4 The consultation also asked respondents to confirm whether or not they were a resident of the borough, as well as provide their postcode to determine the geographical location (i.e. resident in Band A or Band B area). Analysis of this data, shown in Table 3, shows that 325 (91.3%) of responses were from borough residents and 31 (8.7%) from residents outside of the borough. Of those responses from borough residents, 246 (69.1%) supported the rebanding proposal, 54 (15.2%) disagreed with the proposal and 25 (7%) did not indicate their preference.
- 4.5 Further examination of the responses in relation to whether respondents resided in the current Band A or Band B areas showed that of the 118 responses came from residents in the current Band A area, 82 (69.5%) agreed with the proposal and 26 (22.0%) disagreed. 207 responses from residents in the current Band B area indicated that 164 (79.2%) agreed with the proposal and 28 (13.5%) disagreed. This demonstrates a clear majority of those residents currently in parts of the borough with lower levels of PCN charges are in support of an increase to Band A charging levels.
- 4.6 The consultations also asked whether respondents had been personally affected by noncompliant parking. 74.1% replied that they had been affected and 25.9% that they had not. Of those where details were provided, the most common causes of concern were footway parking, parking on school zig-zag markings and parking dangerously.

5.0 Recommendation

- 5.1 It is considered that the outcome of the consultation exercise demonstrates wide-spread support for the proposed application for rebanding.
- 5.2 It is therefore recommended that the rebanding application continues and is submitted to TEC for consideration at its December 2019 meeting and that the details and outcome of the recent consultation are included with the application.

Report Author: Richard Cornell – Parking Services Manager
Tel No. 020 8921 5877
Email. richard.cornell@royalgreenwich.gov.uk

Reporting to: Graham Nash – Assistant Director (Strategic Transportation)
Tel No. 020 8921 2268
Email. graham.nash@royalgreenwich.gov.uk

Chief Officer: Pippa Hack – Director (Regeneration, Enterprise and Skills)
Tel No. 020 8921 5519
Email. pippa.hack@royalgreenwich.gov.uk

Appendix A

Table 1 - Royal Greenwich Rebanding Consultation – Publicity

Illegal parking publicity		
Date	Activity	Audience
3 September	Greenwich Info – editorial article	All households in borough 130,000 households
4 September	Twitter post	Seen by 6158 users
4 September	Facebook post	Seen by 2619 users
4 September	News Shopper run article	Seen by 1015 users
6 September	Greenwich Info – e-newsletter	Sent to 5513 users
10 September	Twitter post	Seen by 2563 users
10 September	Facebook post	Seen by 3412 users
11 September	Weekender – ¼ page advert With drop in dates	33,500 copies delivered door-to-door across Greenwich borough. 8,500 available at collection points across the area.
12 September	Twitter post	Seen by 1538 users
12 September	Facebook post	Seen by 1295 users
12 September (am)	Drop-In Session (Eltham Centre) 10:00 to 13:00	
12 September (pm)	Drop-In Session (Woolwich Centre) 15:00 to 18:00	
13 September	Greenwich Info – e-newsletter	Sent to 5513 users
14 September (am)	Drop-In Session (Woolwich Centre) 10:00 to 13:00	
14 September (pm)	Drop-In Session (Eltham Centre) 14:00 to 17:00	
17 September	Greenwich Info – half page	All households in

	advert With drop in dates	borough 130,000 households
17 September	Facebook post	Seen by 1147 users
17 September	Twitter post	Seen by 2119 users
17 September	Twitter post	Seen by 2250 users
19 September	Greenwich Info - e-newsletter	Sent to 5513 users
19 September (pm)	Drop-In Session (Greenwich Centre) 15:00 to 18:00	
21 September (am)	Drop-In Session (Greenwich Centre) 10:00 to 13:00	

Appendix B

Table 1 - Royal Greenwich Re-Banding Consultation - Responses

Response	Number of respondents	% of respondents	
Strongly Agree	209	58.7%	75.6%
Somewhat Agree	60	16.9%	
Neither agree or disagree	28	7.8%	7.8%
Somewhat disagree	20	5.6%	16.6%
Strongly disagree	39	11.0%	
	356	100%	

Table 2 - Royal Greenwich Re-Banding Consultation - Resident & Non-Resident Results

Response	Resident	Non-resident	Total
Agree <i>(Strongly Agree + Somewhat Agree)</i>	246 (69.1%)	23 (6.5%)	269 (75.6%)
Disagree <i>(Strongly Disagree + Somewhat Disagree)</i>	54 (15.2%)	5 (1.4%)	59 (16.6%)
Neither agree or disagree	25 (7.0%)	3 (0.8%)	28 (7.8%)
	325 (91.3%)	31 (8.7%)	356 (100.0%)

Table 3 - Royal Greenwich Re-Banding Consultation - Resident Responses from Band A & Band B Areas

Response	Resident in Band A Area	Resident in Band B Area	Total
Agree <i>(Strongly Agree + Somewhat Agree)</i>	82 (69.5%)	164 (79.2%)	246
Disagree <i>(Strongly Disagree + Somewhat Disagree)</i>	26 (22.0%)	28 (13.5%)	54
Neither agree or disagree	10 (8.5%)	15 (7.2%)	25
	118 (100%)	207 (100%)	325

Appendix C

Existing on-street penalty charge bands



Have your say on combating illegal parking in the borough



The Royal Borough of Greenwich has seen an increase in people parking their cars illegally over recent years between 2015 and 2019.

The Council is issuing more parking fines (penalty charge notices) than ever before - **42,400** in the last financial year alone, and has significantly increased the number of enforcement officers on the streets since Christmas. Based on current patterns we expect the number of parking fines this financial year to increase by approximately **50 per cent**.

Drop-in events

The Eltham Centre, 2 Archery Rd, SE9 1HA

12 Sept, 10am to 1pm

14 Sept, 2pm to 5pm

The Woolwich Centre, 35 Wellington St, SE18 6HQ

12 Sept, 3pm to 6pm

14 Sept, 10am to 1pm

The Greenwich Centre, 12 Lambarde Sq, SE10 9HB

19 Sept, 3pm to 6pm

Saturday 21 Sept, 10am to 1pm



The Council is committed to maintaining its level of enforcement officers but there are other deterrents we can use to stop people parking illegally.

One of these ways is to increase the cost of a penalty charge notice. This would only impact people who choose to park illegally. Illegal parking reduces available and much needed parking space and, in some instances, causes unnecessary congestion or creates dangerous conditions for other road users.

Everyone else, the majority of people who park legally and responsibly, would not be affected.

Where does the money from parking tickets actually go?

Any income from parking fines is ring fenced and can only be spent on funding provision of the service, maintaining roads, transport related schemes etc. In Greenwich any surplus is used as a contribution towards subsidising Freedom Passes which allow older and disabled people to travel for free.

What is illegal parking?

Some examples of illegal parking include when people park their vehicles on the footway, zig zag markings, double and single yellow lines, or in

disabled parking bays without a Blue Badge. This is inconsiderate as well as illegal as it often puts others in danger.

Not just illegal but dangerous too....

Illegal parking on footways, as well as being illegal, blocks the way of people pushing their children in buggies, disabled people in wheelchairs and elderly people reliant on walking frames and can force them off the footway and into the road.

Parking illegally in bays reserved for certain groups, such as disabled motorists, stops legitimate users and cause significant disadvantage to them.

Do you live in the borough?

Yes No If yes, what's your postcode?

Do you work in the borough?

Yes No

Do you own a car?

Yes No

If yes, how often do you drive

- Every day Once a month
 2 - 6 days a week 2 - 3 times a month
 Once a week Several times a year

Why are your most common reasons for driving? [tick all that apply]

- School run Shopping
 Getting to work For leisure
 As part of my job Other

If other, please list the reason...

Have you been affected by illegal parking?

Yes No

If other, please list the reason...



What are the current charges for parking illegally?

In London there are two penalty notice charges levels - Band A and Band B. These charges are not set by the Royal Borough of Greenwich, they are set by the Mayor of London and London Councils who represent all 32 London boroughs and the City of London.

Current banding charges	
Higher Level (serious)	
Examples: illegal parking on yellow lines, in disabled bays, parking on school keep clear lines and parking across dropped kerbs.	Band A £130 Band B £110
Lower Level (less serious)	
Examples: parking after the expiry of paid for time, parking without clearly displaying a valid permit and not parking correctly within bay markings.	Band A £80 Band B £60

The charges are reduced by 50 percent if paid within the statutory discount period.

Where are Band A areas and where are Band B areas?

Currently Greenwich Town Centre and Greenwich Peninsula are zoned Band A areas, people who choose to park illegally in these places are given the top fine, but the rest of the borough is zoned as Band B so people who park illegally everywhere else currently get charged less.

Our research of penalty notices, issued in the borough since 2015/16, clearly shows that the biggest rise in illegal parking contraventions are for serious parking offences committed within the Band B areas and this is what the Council, with your help, would like to address.

Would you support a change in banding levels, so they are consistent across the borough, to help assist with reducing illegal parking?

- | | | | |
|---------------------------|--------------------------|-------------------|--------------------------|
| Strongly agree | <input type="checkbox"/> | Somewhat disagree | <input type="checkbox"/> |
| Somewhat agree | <input type="checkbox"/> | Strongly disagree | <input type="checkbox"/> |
| Neither agree or disagree | <input type="checkbox"/> | | |

What happens now?

Subject to the public's response to this consultation the Council will make an application to London Councils and the Mayor of London to make the whole of the borough Band A, not just Greenwich Town Centre and the Peninsula.

The final decision rests with London Councils and the Mayor of London.

Thank you for taking part in our consultation.

From: Tim Steer <[REDACTED]>

Sent: 24 June 2020 14:35

To: Richard Cornell <[REDACTED]>; Graham Nash

<[REDACTED]>; Spencer Palmer

Cc: Claire Hamilton <[REDACTED]>

Subject: RE: Greenwich penalty band change application

Dear Richard

Thank you for the additional information you provided this month. I can confirm we've now got all the information we need and will proceed to preparing a decision for the Mayor on this matter. Before we do, I wanted to check on one last point: that the current pandemic has not changed your views on the need for the band change and presents no substantive issues in Greenwich's view on the appropriateness of this change?

Once you are able to confirm, we'll proceed. As noted, there may still be some delay in the decision making process in the current situation, but we'll try to progress as soon as practical. My team or I will keep you updated on progress.

Thanks very much

Tim

Tim Steer

Assistant Director – Transport, Infrastructure and Connectivity

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From: Richard Cornell <[REDACTED]>
Sent: 24 June 2020 16:14
To: Steer Tim [REDACTED] Graham Nash [REDACTED]
Spencer Palmer [REDACTED]
Cc: Claire Hamilton [REDACTED]
Subject: RE: Greenwich penalty band change application

Dear Tim,

Thank you for this update.

We have over the last few months significantly relaxed enforcement with a focus on keeping roads open and safe and to protect parking space for healthcare workers, volunteers and people supporting those who are ill or self-isolating. We put in place a number of measures to assist those residents who would not normally park at home and may not have (or be eligible for) a permit, such as students returning from university during lockdown, to enable them to park, as well as offering a free three month extension of business permits during this period.

Our parking enforcement is currently in the process of resuming operations, on a phased basis, principally in town centres, larger shopping parades and on principal cycle routes as well as to support the various road space reallocation measures being introduced. Many of these are situated in the Band B area of the borough and, because of the disproportionate level of parking contraventions in Band B area compared to the current Band A, are therefore likely to experience higher levels of contraventions than might otherwise be seen, reducing the effectiveness of those measures. The grounds for the requested banding change, i.e. to reduce the instances of illegal parking in that area of the borough which is Band B, is still valid. The current pandemic has not, therefore, changed the Council's views on the need for the band change and presents no substantive issues on the appropriateness of this change.

I trust this answers your enquiry and look forward to hearing from you. If you require anything further please do not hesitate to contact me.

Many thanks

Richard

Richard Cornell
Parking Services Manager
Strategic Transportation
Royal Borough of Greenwich



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