

Local access and charging restrictions in London

PROSPECT H2020

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Place Department

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- Croydon context
- Overview of London charging schemes
- Local access restriction schemes
 - Croydon School Streets
 - Zero Emission Streets
 - Bank Junction

Greater London & the London Borough of Croydon



- Greater London population 9.3 million
- London Borough of Croydon is one of largest of London's 33 authorities
- Population circa 400,000 with 158,000 cars
- Planning for additional 40,000 homes in next 15 years
- Home to London's only tram system

Overview of charging schemes in London

Existing pan-London cordon schemes where a charge is required for entering an area and/or based upon vehicle emissions.

- Central London Congestion Charge Zone (CCZ) – Pay to enter at certain hours - generates approx. €170m income per annum
- Ultra Low Emission Zone (ULEZ) – Pay to enter if vehicle doesn't meet certain emissions standard. Covers central area since 2019, expanding to the whole of inner London in 2021 – generates approx. €55m income per annum
- Low Emission Zone (LEZ) – London-wide scheme targeting the most polluting larger vehicles buses, lorries will have to pay to enter if they don't meet emissions standard from October 2020
- Managed directly by the Mayor and Transport for London with very limited influence from local boroughs
- Income from schemes retained centrally and distributed according to Mayor's priorities, which aren't necessarily the same as the boroughs



Charges of zonal schemes in London

Scheme	Cost	Hours/area	Requirement
CCZ	£15 per day	Every day 0700-2200 Zone 1	For any vehicle entering zone since 2003
ULEZ	£12.50 for cars, small vans, motorcycles £100 for lorries, buses, coaches	24/7 every day Zone 1 since April 2019. Expanding to inner London in Oct 2020	Euro 3 for motorcycles Euro 4 for petrol cars/vans Euro 6 for diesel cars/vans Euro VI for lorries/buses/coaches
LEZ	Any vehicles over 3.5 tonnes or any bus over 5 tonnes - £300 or £100 dependent upon emissions	All of London 24/7 365 days from October 2020	If vehicles don't meet the Euro VI (NOx and PM)

How will the Ultra Low Emission Zone or Low Emission Zone affect you?

Operating 24/7

ULEZ central
London from
8 April 2019

in the same area as
the Congestion Charge

**ULEZ extension
to inner London
from 25 Oct 2021**

up to North and South
Circular roads, including
existing central London zone
(all vehicles)



LEZ London-wide
from 26 Oct 2020

(lorries and other vehicles over 3.5T)



Greater London Authority
Boundary

For a full list of affected vehicles see tfl.gov.uk/ulez



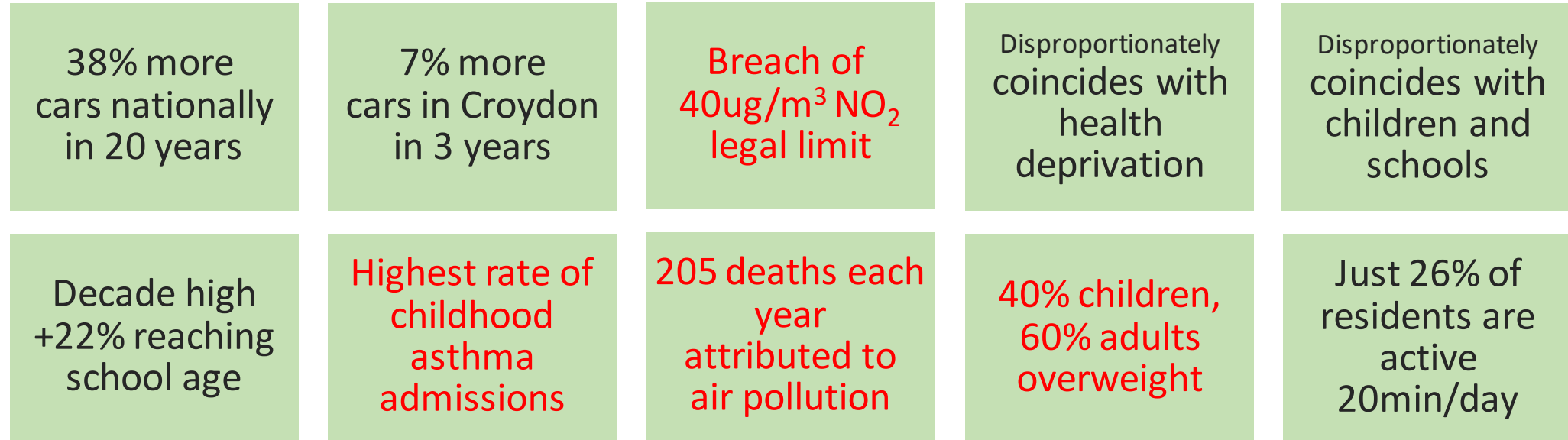
Local access restrictions

- My main area of interest is local road access restrictions for the purposes of air pollution, traffic management and safety – boroughs have direct control of these and not dependent upon the Mayor or TfL.
- The income/revenue generated by these schemes is through penalty fines rather than exemption charges. It can be retained and invested locally to solve issues in the immediate vicinity or expand or replicate the scheme elsewhere.
 - **Croydon School Streets** - Access restriction outside a busy destination for congestion, emissions and road safety reasons – main topic of presentation.
 - **Zero Emission Streets** - Access restriction in response to air pollution
 - **Bank Junction** - Access restriction to give priority for buses, cyclists and improve safety for pedestrians

School Streets

The need for School Streets in Croydon

- 93,000 young people – largest number of any borough in London
- 93 primary, 25 secondary and 27 special/private schools



- School run is major contributor to congestion in Croydon
- School run is a particularly harmful combination of air pollution and inactivity
- Fear of cars influences parents to drive – self-perpetuating and unsustainable

Why now?

Public opinion no longer tolerates traffic and parking congestion or air pollution, in particularly near to schools.

Local authorities have duty to exercise powers to secure the expeditious, convenient and safe movement of vehicles and other traffic, including pedestrians, and taking into consideration the national air quality strategy.

Traditional parking enforcement proves ineffective near to schools.

Croydon Parking Services operate camera enforcement of decriminalised parking and traffic contraventions:

- 105,000 parking contraventions
- 80,000 moving traffic contraventions

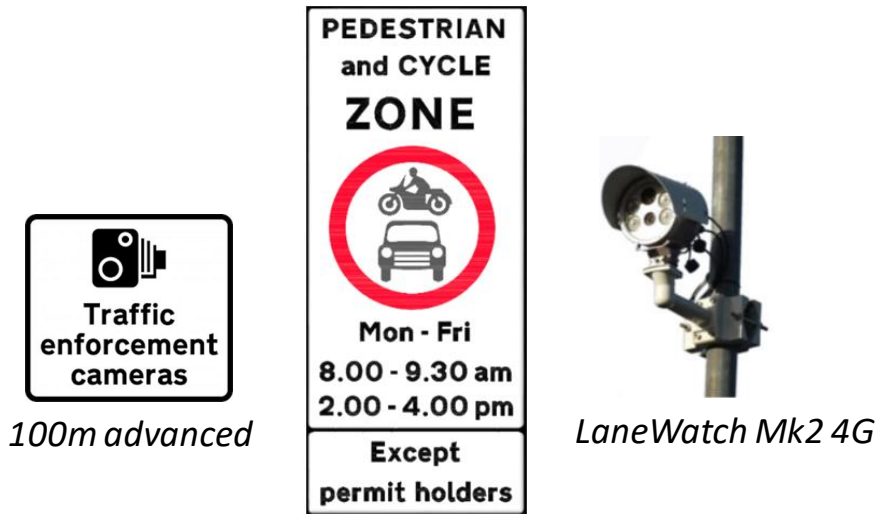
Croydon have now introduced 11 School Street schemes, covering 16 schools, with the next 10 schemes under development. Plan is to reach 50 schemes by 2023.



What is a School Street?

... a section of road near a school entrance, which at the start and end of school days is restricted to use by pedestrians and cyclists, with most motor vehicle traffic prohibited. Vehicles are permitted to remain parked and to drive out of the road at any time.

- Technically simple and quick to install.
- Unattended ANPR camera provides continuous presence.
- Permit holders on electronic exemption list.
- Video file is reviewed by enforcement officer, who decides.
- Penalty Charge Notice (£130/£65) issued by post.
- Camera switched-off during school holidays.
- Initial one month period of advisory warning letters.



Example of file created for officer review ([click](#))

Permit eligibility

Eligible vehicles:

- Occupiers within the zone, with a registered vehicle or a hire, company or courtesy car agreement.
- Vehicles used in the transport of children and adults with special access needs, including private vehicles, taxis and minicabs declared for such use.
- Business and school employees with allocated parking on their premises inside the zone.
- Essential health and care visitors, including relatives of residents with care needs.
- All day commercial operators, such as builders, decorators and heavy goods suppliers, are eligible for a temporary permit covering the duration of their necessary activities.

Automatically permitted, without first obtaining an exemption permit:

- Emergency services.
- Statutory public services, such as gas/electricity companies and refuse collectors.
- Universal postal service providers, such as the Royal Mail.
- Breakdown and recovery vehicles (the so called 4th emergency service).
- Exemptions stated in the Highway Code, such as at the direction of a police officer.

Non-eligible vehicles notably include those of:

- General visitors to residents.
- Home deliveries.

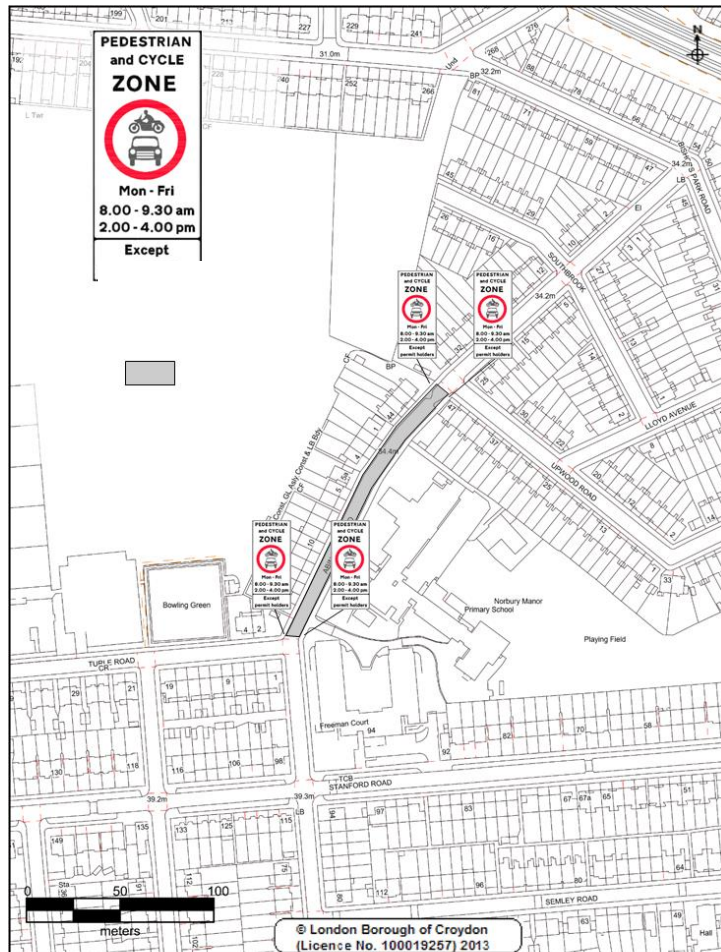
School selection criteria

- School is STARS committed (inspiring young Londoners to travel to school SusTainably, Actively, Responsibly and Safely by championing walking, scooting and cycling).
- School is able and willing to administer own staff and SEN exemptions.
- Health & Safety risk exists – e.g. one or more of:
 - Dangerous parking practices.
 - Air polluting traffic congestion.
 - Hazardous road conditions, including speeding through-traffic at school times.
 - Recurring reports of confrontations between road users, parents and residents.
- Tolerable impact on traffic movements in the immediate and surrounding roads, including consideration to public transport and the number of residents and businesses.
- Appropriate alternative travel options, including a Public/Cycling Transport Accessibility Level (PTAL/CTAL) score of minimum 2.
- Appropriate catchment area, where 75% of pupils have less than 20min walking distance.
- Located within a designated 'Healthy School Neighbourhood', where particular levels of health deprivation and air pollution are identified (not an essential criteria).

Norbury Manor Primary School:

- 21 addresses.

PREFERRED



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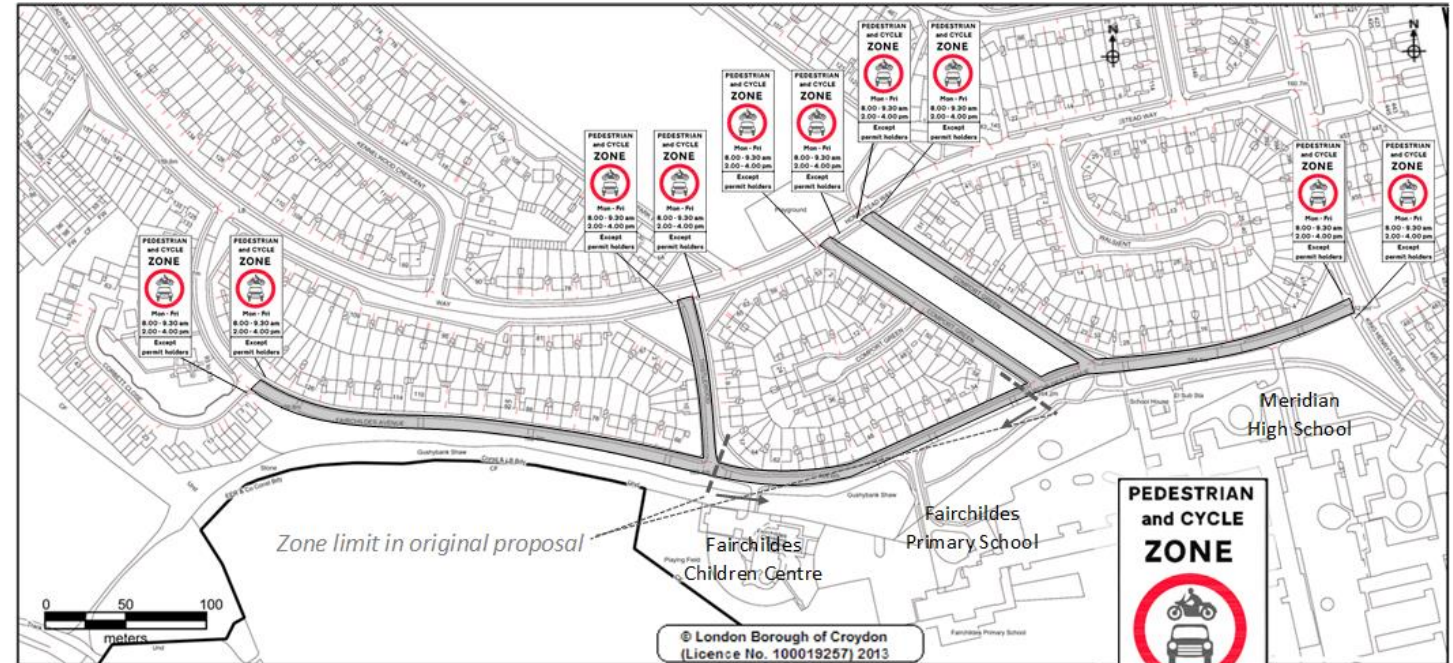
London Borough Croydon

Scale 1:2000

Fairchildes Primary School (experimental procedure):

- 160 addresses.
- Bordering 2 bus routes.
- 5 access/camera points.

NOT PREFERRED



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Scale 1:2500

School Street zone

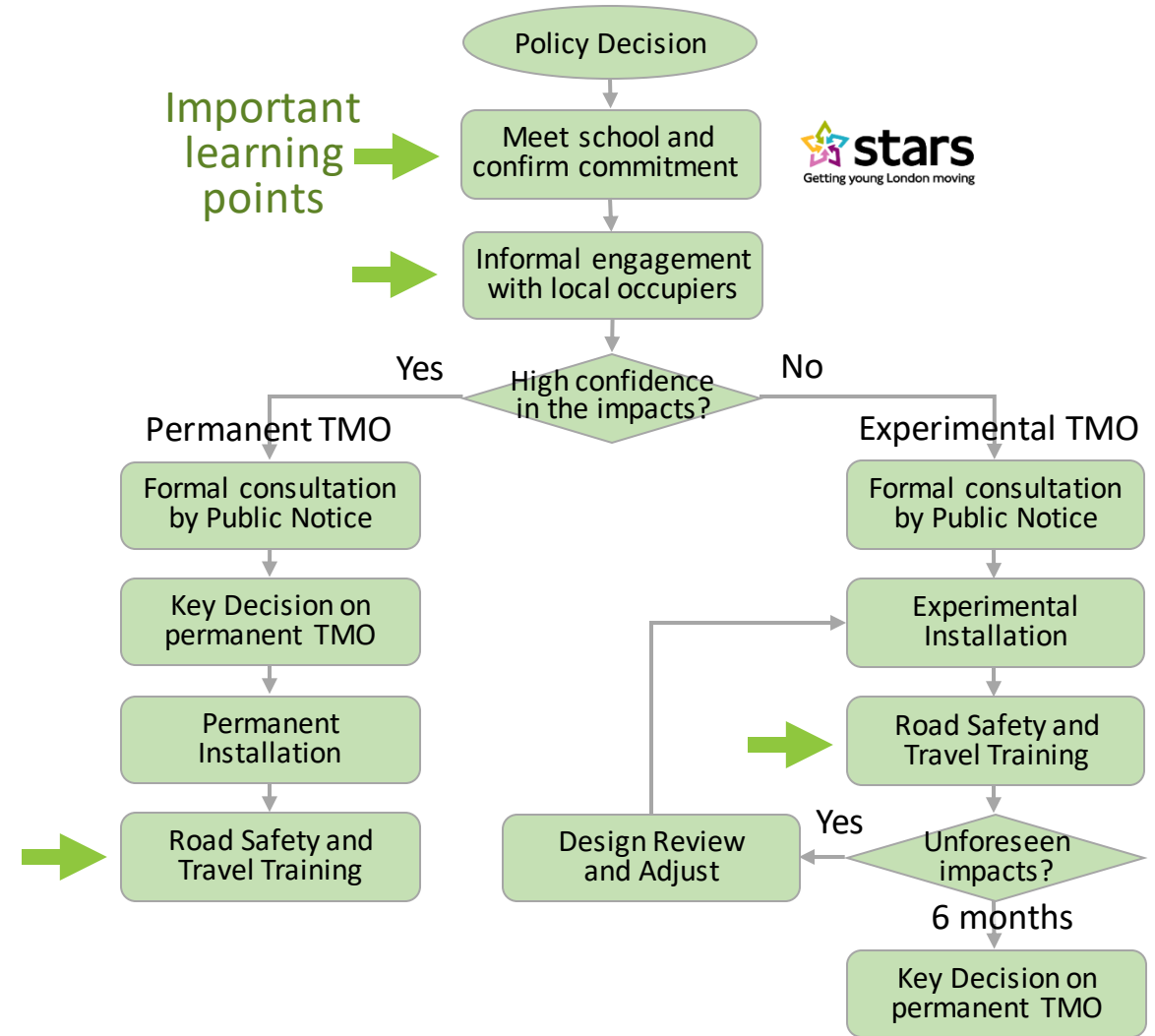
School Street zone sign



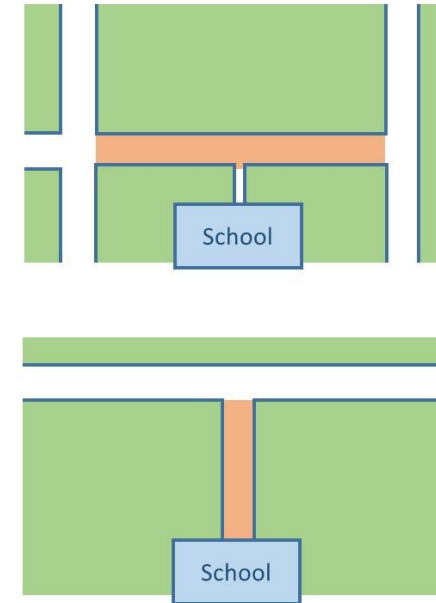
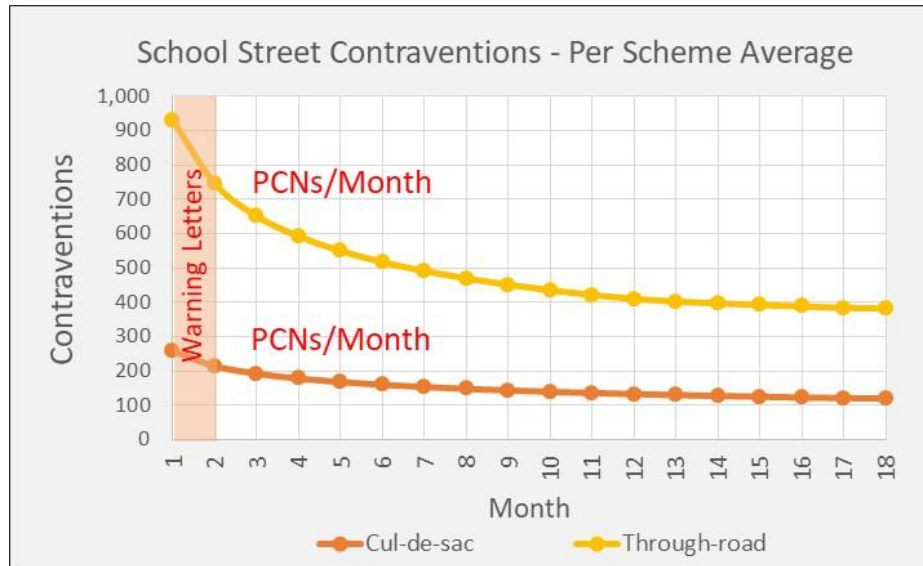
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The implementation process

- Implemented under a pedestrian zone Traffic Management Order (local byelaw) with an 'except permit holders' condition.
- Permanent vs experimental procedure.
- The capacity plan is for 10 schemes/year.
- Maximum 3 scheme starts/month, limited by capacity permit admin and ramp enforcement processes.
- It is the combination education that makes the behaviour change.



Compliance and financials

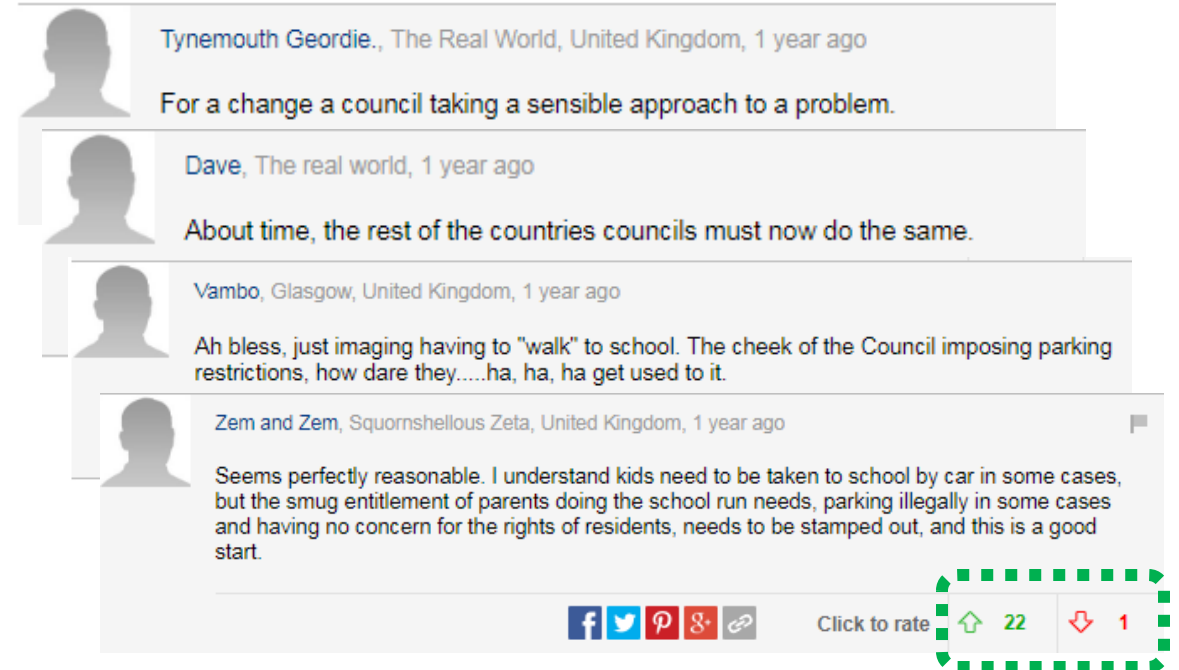


Average scheme:

- Capital costs £45,000
- Operational expenditure £40,000 p.a. for several schemes
- Revenue/income Ranges from £76k to £230k

- Income ring fenced to spend on delivering new School Streets

Public opinion



- Overall strong public support.
- Concerns about the parking displacement into neighbouring roads are largely unfounded.

Outcomes

Schools	Active travel (walk, scooter, cycle)		Public transport		Car travel	
	2017	2018	2017	2018	2017	2018
Lowest	39%	+23% 48%	29%	-24% 22%	32%	-6% 30%
Highest	29%	+65% 47%	4%	-47% 2%	68%	-25% 51%
Overall	Minimal moving traffic near to the school entrance. Residual drop-off and pick-up has dispersed over a larger area and is less in quantity.					

- Head Teachers suggest that children who walk or cycle arrive more punctual, alert, happier and ready to work. Uptake in school breakfast clubs.
- The School Street contributes to both better learning opportunities and health outcomes for the children.
- Follow-up air quality data remains to be collected near to school entrance. The general background pollution level is not a static problem and it will drift unpredictably – i.e. will be difficult to correlate.

** Show of hands survey conducted by the schools, where local and seasonal conditions would exist. Notwithstanding possible statistical errors, the data correlation and car use reduction is significant.*



*Judged effective by
industry opinion leaders*

Zero Emission Streets

Beech Street – the UK's 1st Zero Emission Street

- Covered road (tunnel) under the Barbican Estate in the centre of the city with very high pollution levels.
- Only zero emission vehicles allowed through the tunnel
- 18 months experimental scheme
- Operates 24/7 – 365 days a year
- Significant pollution exposure for pedestrians, residents & other users due to the tunnel-like environment
- Intended to be a pilot scheme in advance of delivery of a wider Zero Emission Zone
- Popular taxi route – big cause of air pollution

City of London Corporation outlines plans for capital's first zero-emission street

18 December 2019, source [edie newsroom](#)

Plans to launch the first zero-emission street have been put forward by the City of London Corporation in a bid to improve air quality.



Enforcement

What is a Zero Emission Vehicle? Definition proved complicated.
This is an electric or hybrid vehicle that meets **all** of the below criteria:

- Maximum 75 g CO₂/km;
- Minimum 20-mile zero emission range; and,
- Euro 6 equivalent NO_x emission standard.

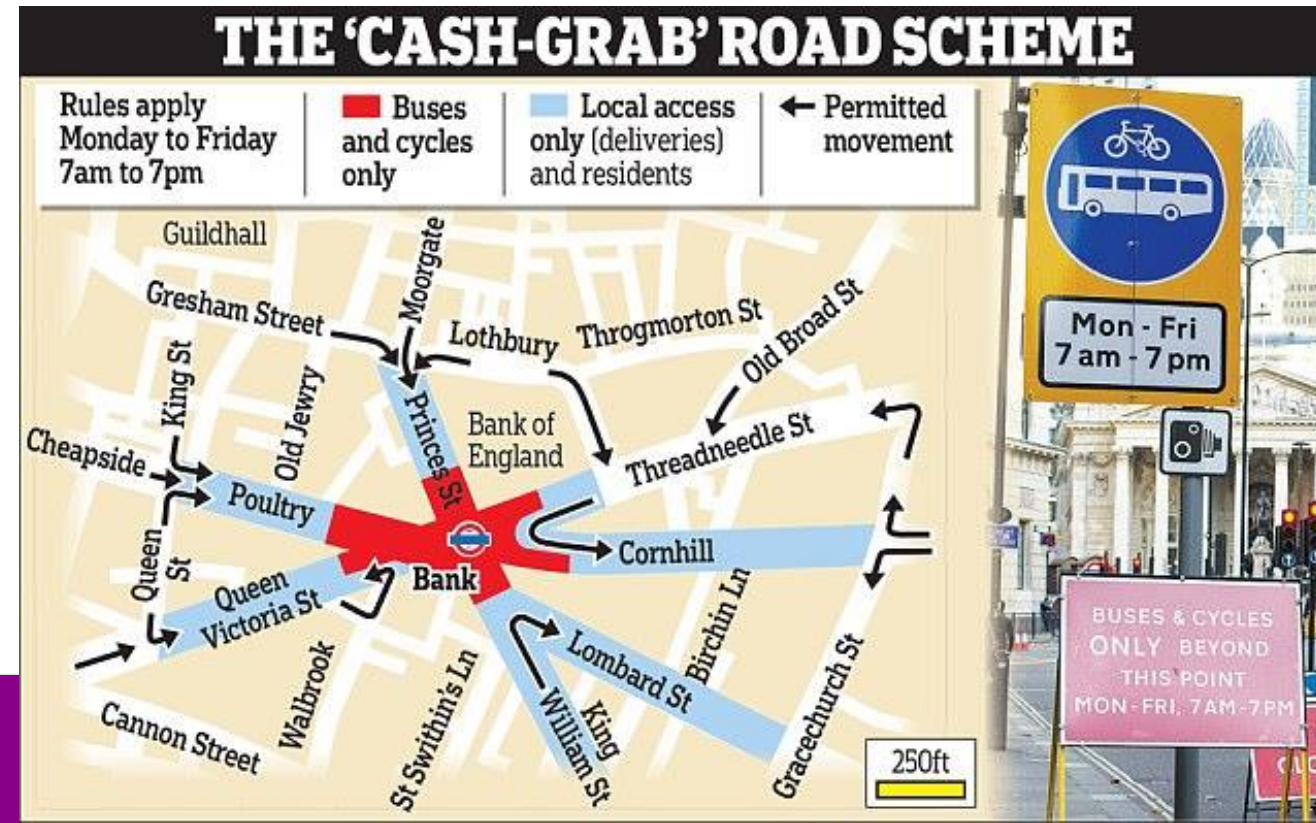
- Enforced with ANPR cameras at both ends of the tunnel.
- £130 penalty fine for non compliant vehicles
- Exemption for residents living in the Barbican Estate and for deliveries to buildings and businesses either side of the tunnel



Bank Junction

Bank Junction Scheme

- Traffic management scheme restricting access through key junction in centre of the City to Buses and Cyclists
- Done in response to cyclist and pedestrian deaths at the junction
- In operation Monday to Friday 7am-7pm
- Extremely controversial scheme – Taxi trade blockaded on multiple occasions



Reinvesting the income

- Penalty fines of £130 for any non compliant vehicle entering junction
- Over £12.5 million in income from penalty fines in one year
- Income used to make the scheme permanent and improve public realm

**Corporation reaps
£12.5million in Bank
Junction fines**



Thank you

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