

Sadiq Khan  
Mayor of London  
Greater London Authority  
City Hall  
The Queen's Walk  
London  
SE1 2AA

Contact: Spencer Palmer  
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Email: [spencer.palmer@londoncouncils.gov.uk](mailto:spencer.palmer@londoncouncils.gov.uk)

Date: 12 December 2019

Dear Mr Khan

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

On 5 December 2019, London Councils' Transport and Environment Committee considered a proposal for changing the level of Additional Parking Charges applicable on borough roads in the Royal Borough of Greenwich and in accordance with the relevant legislation have instructed me to seek your approval for a change to the charges. The report considered by the Committee in reaching its decision is attached to this letter. It can also be found on our website.

The report sets out Greenwich's proposal to change from Band B to Band A charges across the borough. This change is intended to help improve compliance with essential traffic and parking management measures. I am therefore writing to request your approval of the proposed change set out above.

The borough would prefer to implement this change from 1<sup>st</sup> April 2020. It would be helpful, therefore, if you were able to agree this by the beginning of February. This would allow the Secretary of State the statutory 28 day period to decide if he will exercise any veto and give time for the change to be advertised three weeks in advance, as required by legislation.

Should you require any further information, please do not hesitate to contact me.

Yours sincerely

A handwritten signature in black ink, appearing to read "Spencer Palmer".

Spencer Palmer  
Director, Transport and Mobility

Cc: Heidi Alexander – Deputy Mayor for Transport



# London Councils' Transport and Environment Committee

## Additional Parking Charges for the Royal Borough of Greenwich

Item No: 12

**Report by:** Mital Patel      **Job title:** Transport Officer  
**Date:** 5 December 2019  
**Contact Officer:** Mital Patel  
**Telephone:** 020 7934 9647      **Email:** mital.patel@londoncouncils.gov.uk

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**Summary:** This report details the proposal by the Royal Borough of Greenwich (RB Greenwich) to amend the penalty charge banding from Band B to Band A across the borough.

**Recommendations:** The Committee is asked to:

- Approve the proposal to change the penalty banding in the RB Greenwich
- Note the proposed implementation date for the change of 1 April 2020.

### Introduction:

1. Under the provisions set out in the Traffic Management Act 2004 (Schedule 9), which repealed similar provisions in the Road Traffic Act 1991, London Councils' Transport and Environment Committee is responsible, subject to agreement by the Mayor of London and possible veto of the Secretary of State, for setting additional parking charges on borough roads. These additional parking charges include:
  - penalties for contraventions of parking regulations including any surcharges or discounts;
  - release from wheel clamps;
  - removals from the street;
  - storage charges and disposal fees
2. The discount payment rate for early payment has been set at 50%. The amount of any surcharge has not changed since this was set at 50% by Schedule 6(6)(1) of the Road Traffic Act 1991.

3. The Committee has reviewed the level of additional parking charges regularly since 1992, when they were first set. The Committee undertook a major review of the charges during 2006 which led to the introduction of differential penalty levels, and again in 2010 where there was an increase in the penalty levels for the more serious contraventions. The current on- and off- street parking penalty charges are as follows:

|        | Higher Level | Lower Level |
|--------|--------------|-------------|
| Band A | £130         | £80         |
| Band B | £110         | £60         |

4. The current London banding map can be seen in appendix 2. Band A areas have traditionally been focussed in Central London and urban centres where the pressures on parking and congestion are often greatest. Band B areas have historically concentrated in outer London where pressures on parking are not as significant. However, due to issues with non-compliance, some outer London authorities with higher density parking and significant controlled parking zones have become Band A areas. Higher level penalties apply to contraventions which are considered more serious, such as parking on yellow lines or where an obstruction is caused. Lower level penalties apply generally where parking is permitted but the regulations are contravened, such as overstaying on a pay and display bay.
5. London Councils has no current plans for a London-wide review of the additional parking charges and are not aware of any Government plans for a review of the penalty levels for the rest of the United Kingdom.

#### **Guidance on Additional Parking Charges:**

6. Under the Traffic Management Act 2004 the Secretary of State produced guidance, to which all authorities must have regard. This document is called the Secretary of State's Statutory Guidance to Local Authorities on the Civil Enforcement of Parking Contraventions ("the Statutory Guidance") and states that; "The primary purpose of penalty charges is to encourage compliance with parking restrictions. In pursuit of this, enforcement authorities should adopt the lowest charge level consistent with a high level of public acceptability and compliance." (Para. 4.1).
7. It is also the Committee's policy that additional parking charges should be set in such a way as to produce a coherent pattern of policy across London.

#### **RB Greenwich Proposals for Change:**

8. RB Greenwich is proposing to change from being part Band A and part Band B to being Band A across the whole borough (*please see Appendix 1 of this report*). Currently, 23.9% of the borough is subject to Band A charging levels which were introduced in 1999 for the impending Millennium celebrations and development of the Millennium Dome. The Band A locations predominantly cover the Greenwich Peninsula area comprising of eight Controlled Parking Zones (CPZs), as well as loading and waiting restrictions.
9. The remainder of the borough comprises of Band B charging levels, of which 13.8% is covered by 18 Controlled Parking Zones (CPZs) and 86.2% fall outside of the CPZs, with further loading and waiting restrictions strategically placed at various locations.

10. They have indicated that they have had to increase the number of on-street Civil Enforcement Officers (CEOs) deployed over the years, as the borough continues to experience high levels of non-compliance with its parking regulations.
11. Appendix A, Table 1 contained within RB Greenwich's application (*please see Appendix 1 of this report*) indicates that between 2015/16 and 2018/19 the total number of on-street parking Penalty Charge Notices (PCNs) issued each year has increased from 30,476 to 42,000 which equates to a 39.13% increase.
12. Appendix A, Table 2 contained within RB Greenwich's application (*please see Appendix 1 of this report*) indicates during the same period, total Band A PCNs have increased by 25.9% from 13,961 to 17,581 and total Band B PCNs by 50.3% from 16,515 to 24,819. In London as a whole, during this period between 2015/16 and 2018/19 there has been an increase in parking PCNs issued per year of 13.6%, indicating that RB Greenwich may be experiencing a higher level of non-compliance in their Band B areas than the the overall London trend .
13. It should also be noted that with the Government restriction on the use of CCTV enforcement for parking contraventions under the Deregulation Act 2015 has presented an increased risk of potential non-compliance. RB Greenwich believes that some of this risk can be countered with a change to the penalty band which increases the deterrent.
14. RB Greenwich has stated that it has one of the largest residential building programmes in London and in the period between 1 April 2015 and 21 March 2019, over 8,000 new homes have been built. With a target of another 10,700 to be delivered over the next four years, it will see further population growth as housing and regeneration projects continue to take place. This growth will lead to an increase in traffic, parking demands and congestion on borough roads which could have a negative impact on public transport travel times. RB Greenwich believe that it is essential to improve compliance with its parking regulations and banding changes have been a proven method to achieve this.
15. It is TEC's policy that the boundaries between areas of different penalty bands are clearly demarcated; this is to avoid the possibility of having different bands on opposing sides of the same road or in the same street. Those roads that have signs clearly identifying that the driver has entered RB Greenwich, where the boundary crosses the road, are not affected and can be enforced as Band A. Those without borough identifiers will need to remain Band B. RB Greenwich has boundaries with LB Bexley, LB Bromley and LB Lewisham. There are a number of boundary locations in all three of the above boroughs where RB Greenwich will need to continue enforcing Band B and are listed in RB Greenwich's application under Appendix E (*please see Appendix 1 of this report*).
16. LB Lewisham is already Band A north of the A205 (South Circular Road), so any shared boundaries with RB Greenwich north of the A205 will not impact the ability for RB Greenwich to enforce Band A.
17. Any boundary roads in LB Lewisham that are currently being enforced as a Band B due to a boundary with RB Greenwich will be enforceable as a Band A once final approval has been received and the new banding regime commences.

### **Timetable for Implementation**

18. Any changes to penalty levels agreed by the Committee need the approval of the Mayor. If the Mayor agrees the changes the Secretary of State has 28 days to exercise a veto over any changes. The committees' decisions will be formulated into a set of proposals to be

presented to the Mayor of London for approval. If approved, they will be presented to the Secretary of State for Transport for their consideration in the New Year. The boroughs involved would then need to advertise their proposed changes for at least three weeks prior to implementation. From previous experience, this process takes around three months in total, and so London Councils propose an implementation date of 1 April 2020.

### **Financial Implications**

19. There are no financial implications for London Councils arising from this report.

### **Legal Implications**

20. There are no legal implications for London Councils or the boroughs arising from this report. However, members may wish to note the decision on penalties is taken by London Councils' TEC on behalf of boroughs for borough roads, and by TfL for GLA roads. The TfL member of London Councils' TEC may not take part in the proceedings of the borough decision (see Reg. 24 of the Civil Enforcement Parking Contravention Regulations 2007).

### **Equalities Implications**

21. There are no equality implications for the boroughs or London Councils arising from this report.

**Recommendations:** The Committee is asked to:

- Approve the proposal to change the penalty banding in the RB Greenwich
- Note the proposed implementation date for the change of 1 April 2020

### **Appendices**

Appendix 1: RB Greenwich application to change the banding level from Band B to Band A.

Appendix 2: Existing on and off-street penalty charge bands

Appendix 3: Map of RB Greenwich showing boundaries with neighbouring boroughs.

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Mr Spencer Palmer  
Director Transport and Mobility  
London Councils  
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LONDON SE1 0AL

Parking Services  
Directorate of Regeneration,  
Enterprise & Skills  
The Woolwich Centre  
5<sup>th</sup> Floor  
35 Wellington Street  
London  
SE18 6HQ

4 November 2019

Dear Mr Palmer,

**Application to amend the Penalty Charge Notice banding in the Royal Borough of Greenwich**

The Royal Borough of Greenwich (Royal Greenwich) are seeking approval from London Councils' Transport and Environment Committee (TEC) to introduce a uniform Band A charging level across the whole of the Royal Borough for all on and off-street Penalty Charge Notices (PCNs).

Please, therefore, accept this letter and accompanying appendices as a formal application to amend the PCN banding in Royal Greenwich to be a borough-wide Band A charging level, with the exception of those boundary roads listed in Appendix E.

The current position in Royal Greenwich is that approximately 23.9% of the road network is subject to Band A charging levels, with the remainder at Band B and as advised above, this application seeks to obtain approval to introduce a uniform borough-wide Band A charging.

The evidence and reasoning for this change are set out below.

**Background**

In 1999, due to the impending Millennium celebrations and the development of the then Millennium Dome, the borough successfully applied for Band A status for the geographic areas covering East Greenwich, West Greenwich, Greenwich Town Centre and part of Charlton, generally known as the '*Greenwich Peninsula*'.

Due to the expected increase in visitors and the planned expansion of residential developments in the vicinity, this increased banding was considered to be a vital tool, along

with increased dedicated on-street enforcement to improve compliance and to act as a deterrent against illegal parking within those relevant locations.

To date, Royal Greenwich continues to have dual banding status.

As demonstrated below and in the attached appendices, this is a contributing factor as to why there has been a disproportionate rise in parking contraventions within the Band B areas of the borough, compared to the Greenwich Peninsula.

Royal Greenwich, in conjunction with Transport for London, continue to make significant investment in providing greater provision of, and improved access to, sustainable modes of transport to meet both the Council's and the Mayor of London's transport objectives. As part of a wider range of measures to change peoples' travel behaviour, the implementation of a borough wide Band A charging level can be an essential tool to reduce congestion, improve air quality and road safety.

### **Historical Enforcement Data**

Royal Greenwich has successfully applied to adopt powers to enforce certain traffic contraventions by CCTV, although this has not yet commenced. Therefore, to allow for comparison, all PCN figures referenced in Appendix A relate to those issued directly by an on-street Civil Enforcement Officer (CEO).

Over the last four years (2015/16 to 2018/19), Royal Greenwich has seen a rise in parking contraventions which has resulted in an increase in the number of PCNs being issued and although London has seen an overall increase in PCNs of 13.6% during this period, Royal Greenwich is experiencing a higher level of non-compliance in the Band B areas than the overall London trend.

Appendix A, Table 1 shows the overall increase of 39.13% in PCNs for both Band A and Band B areas over the last four years and Table 2, is a breakdown of Band A and Band B PCNs for the same period. With a 50.3% increase, this clearly illustrates that within the Band B regions, there is significant non-compliance of the current parking restrictions in place.

### **Current Position**

The majority of the Greenwich Peninsula is currently Band A, with eight Controlled Parking Zones (CPZs) and outside of these zones, there are 'at any time' stopping or waiting restrictions in place and as stated previously, this represents approximately 23.9% of the road network.

The remaining Band B area comprises 76.1% of borough roads. Approximately 13.8% of Band B locations (10.5% of all borough roads) is covered by 18 CPZs and 86.2% (65.6% of all borough roads) are outside of the CPZs where again, there are loading and waiting restrictions in place as well enforcement of blocked driveways and footway parking.

Over the years, Royal Greenwich has had to deploy more enforcement resources in order to address the growing issue of non-compliance with both Band A and B areas, as illustrated in Appendix A, Table 2.



In addition to the disproportionate increase in Band B PCNs, it is also relevant to note that in the period from 2015/16 to 2018/19, the percentage of the number of Band A PCNs which were issued at the higher level (£130.00) has remained consistently lower than the percentage of higher level (£110.00) Band B PCNs issued in the same period. This is a clear indication that the higher-level penalty charge associated with Band A PCNs, has been a successful deterrent and has improved compliance.

Appendix A, Tables 3 and 4 demonstrate that during 2015/16 and 2018/19, the average percentage of PCNs issued for higher level parking contraventions in Band B areas is 75% of the total PCNs issued, whilst in Band A this average is 62% and demonstrates that the higher Band A charging level is having a greater impact on compliance.

In 2019, between 1 January and 30 September, the number of contraventions that resulted in enforcement action, has continued to rise to such an extent that both on-street and off-street PCN projections for the 2019/20 financial year will be in the region of 64,000. If this does transpire to be the case, then in the period 01/04/2015 to 31/03/2020 Royal Greenwich will have seen an increase in PCNs of over 100%, as illustrated in Table 1 of Appendix B.

Further to the provisions of the Traffic Management Act 2004 (TMA), the primary purpose of penalty charge levels is to encourage compliance and as such, banding levels should be set accordingly. However, based on the evidence set out in this application, it is considered that Band B charging in large parts of Royal Greenwich no longer reflects the actual situation, which continues to persist namely, higher than the average levels of non-compliant parking within charging levels set at Band B.

### **Public Consultation Results**

It is considered that the information provided in this application sets out a compelling justification for Royal Greenwich to be granted with a borough wide Band A status. However, it was considered that the views of the Royal Greenwich residents, visitors and those who work in the borough should be sought prior to the application being made to London Councils TEC.

A consultation was carried out in September 2019 which comprised an online survey accompanied by an extensive publicity campaign.

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 C).

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' to 'strongly disagree'. In total 356 responses were received, and the breakdown of responses is set out in Appendix D, Table 1 (please note, a further 33 responses chose not to select any of the five options and therefore, have been discounted from further evaluation).

Appendix D, Table 1 shows 269 (75.6%) of respondents supported the proposal (i.e. returned either 'strongly agree' or 'somewhat agree') of having a uniform Band A across the borough. 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 not to indicate an option (i.e. neither agree nor disagree).

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 in Appendix D, Table 2 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 re-banding proposal, 54 (15.2%) disagreed with the proposal and 25 (7%) did not indicate their preference.

Appendix D, Table 3 shows a further breakdown of responses in relation to whether respondents resided in the current Band A or Band B areas. Of the 118 responses 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.

The consultations also asked whether respondents had been personally affected by non-compliant 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.

TEC is asked to note the significant support for Royal Greenwich to be granted full boroughwide Band A status

### **Existing Controls**

Royal Greenwich currently operates 26 CPZs. This represents approximately 34.4% of borough road network and in addition to this, the borough manages and enforces nine car parks. Outside of the CPZs, waiting and loading restrictions, yellow lines, school keep clear markings, footway parking, disabled bays and a variety of other restrictions are in place and enforced.

Parking enforcement is carried out by an in-house enforcement team, whose resource has been enhanced within the last twelve months in response to increasing public requests for better enforcement and resulted in an increase in PCNs being issued. However, despite increased resources on-street, the level of non-complaint drivers and further requests for

enforcement, remains high within Royal Greenwich and disproportionately higher within the Band B locations, as demonstrated previously and in the attached appendices.

Royal Greenwich has recently successfully applied to London Councils to adopt enforcement of certain traffic contraventions by CCTV to enforce moving traffic and bus lanes and that enforcement will be operational within the 2019/20 financial year.

### **Future Borough Growth**

Royal Greenwich is experiencing one of the largest residential building programmes in London and in the period of 1 April 2015 to 31 March 2019, over 8,000 new-build residential units have been delivered. The government's target over the next four years, being a further 10,700 residential properties.

With the current and future housing development projects in the borough, along with attractive commuter hubs and shopping areas, are positives for the growth and regeneration of Royal Greenwich. However, this growth has led and will further lead, to significant increases in parking demand throughout the borough on what is already a finite highway network.

Due to increased building and development, parking demands throughout the borough continue to increase year on year. In order to supplement the increased enforcement resources being deployed, it is considered that an amendment of the banding levels is now warranted to encourage parking compliance, improved utilisation and protection of kerb space and positively contribute to parking and traffic management.

### **Borough Boundary Roads**

Royal Greenwich has boundaries with the London Boroughs of Lewisham, Bexley and Bromley. Currently, only Lewisham has Band A locations which borders with Royal Greenwich and both Bromley and Bexley, although they have Band A locations, they do not border Royal Greenwich.

Appendix E sets out the roads that border with the above-mentioned authorities where Royal Greenwich will continue to enforce Band B charging levels.

TEC are asked to note that Royal Greenwich will be fully compliant where London Councils requires that certain borough boundary streets will need to remain as Band B locations in order to maintain consistency of enforcement and to avoid the possibility of differential bandings/charging levels on opposing sides of the same road.

### **Summary**

- Despite the improved deployment of CEOs, the growth of Royal Greenwich in terms of regeneration and increased residential units, has resulted in a substantial increase in the demand for parking space. Higher demand for parking space has resulted in higher than average increases in the issue of PCNs as compared to other authorities who also have dual banding.

- Increased enforcement has not only resulted in a rise in PCNs issued but it has also highlighted that levels of non-compliant parking behaviours is much higher in Band B areas than Band A.
- Increased enforcement has also clearly indicated that the percentage of PCNs issued for higher level parking contraventions in Band B locations is on average 13% more than in Band A locations (75.0% compared to 62.5% respectively).
- It is considered that an increased level of penalty charge can act as a deterrent and it is for this reason that a uniform, borough-wide Band A charging is being sought, as a means to improve parking compliance, reduce congestion, improve air quality and road safety concerns within the Royal Greenwich.
- To support the statistical data provided, Royal Greenwich has also carried out a robust public consultation exercise, the results of which overwhelmingly support the introduction of a uniform Band A charging level across the whole of the borough.

**Conclusion:**

It is requested that London Councils' Transport & Environment Committee approve this application and agree to allow the Royal Borough of Greenwich PCN banding levels to be changed from a dual Band A and B, to that of Band A only.

Subject to TEC's approval and ratification from the Greater London Authority and the Secretary of State, it is proposed that a borough-wide Band A level would be introduced from 1 April 2020.

If you have any queries regarding this application or require any further information, please do not hesitate to contact me.

Yours sincerely,

A handwritten signature in black ink, reading 'Pippa Hack', with a horizontal line underneath.

**Pippa Hack**  
**Director – Regeneration, Enterprise & Skills**

## Appendix A: Royal Greenwich PCN Statistics from 2015/16 to 2018/19

Table 1: Royal Greenwich Total On-Street PCNs

| Year          | 2015/16 | 2016/17 | 2017/18 | 2018/19 | % increase<br>2015/16 to 2018/19 |
|---------------|---------|---------|---------|---------|----------------------------------|
| <b>Totals</b> | 30,476  | 38,885  | 38,342  | 42,400  | 39.13%                           |

Table 2: Royal Greenwich Total On-Street Band A and Band B PCNs

| PCN Level     | 2015/16 | 2016/17 | 2017/18 | 2018/19 | % Increase<br>2015/16 to 2018/19 |
|---------------|---------|---------|---------|---------|----------------------------------|
| <b>Band A</b> | 13,961  | 16,428  | 15,014  | 17,581  | 25.9%                            |
| <b>Band B</b> | 16,515  | 22,457  | 23,328  | 24,819  | 50.3%                            |
| <b>Totals</b> | 30,476  | 38,885  | 38,342  | 42,400  | 39.1%                            |

Table 3: Royal Greenwich Band A Higher Charging Level (£130.00) PCNs

|                                  | 2015/16 | 2016/17 | 2017/18 | 2018/19 |
|----------------------------------|---------|---------|---------|---------|
| <b>Total Band A PCNs</b>         | 13,961  | 16,428  | 15,014  | 17,581  |
| <b>Total £130.00 Band A PCNs</b> | 8,713   | 9,741   | 9,581   | 10,988  |
| <b>% of Total</b>                | 62.4%   | 59.3%   | 63.81%  | 62.5%   |

Table 4: Royal Greenwich Band B Higher Charging Level (£110.00) PCNs

|                                  | 2015/16 | 2016/17 | 2017/18 | 2018/19 |
|----------------------------------|---------|---------|---------|---------|
| <b>Total Band B PCNs</b>         | 16,515  | 22,457  | 23,328  | 24,819  |
| <b>Total £110.00 Band B PCNs</b> | 12,353  | 16,978  | 17,608  | 18,611  |
| <b>% of Total</b>                | 74.8%   | 75.6%   | 75.48   | 75.0%   |

## Appendix B: Projections for 2019/20 if Royal Greenwich remain Dual Banded

Table 1: Royal Greenwich PCN Projected figures for 2019/2020 Financial Year

|                   | <b>2015/16</b> | <b>2016/17</b> | <b>2017/18</b> | <b>2018/19</b> | <b>2019/20*</b> | <b>% projected<br/>Increase<br/>2015/16 to<br/>2019/20</b> |
|-------------------|----------------|----------------|----------------|----------------|-----------------|--|
| <b>PCN Totals</b> | 30,476         | 38,885         | 38,342         | 42,400         | 64,400          | 110%   |

\* Projected figure

**Appendix C: Royal Greenwich Consultation on Proposed Band Change  
Publicity Campaign**

| <b>Date</b>       | <b>Activity</b>   | <b>Audience</b>   |
|-------------------|---|---|
| 3 September       | Greenwich Info – editorial article                      | All households in borough<br>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<br>With drop in dates         | 33,500 copies delivered door-<br>to-door across Greenwich<br>borough.<br>8,500 available at collection<br>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)<br>10:00 to 13:00       |   |
| 12 September (pm) | Drop-In Session (Woolwich Centre)<br>15:00 to 18:00     |   |
| 13 September      | Greenwich Info – e-newsletter                           | Sent to 5513 users  |
| 14 September (am) | Drop-In Session (Woolwich Centre)<br>10:00 to 13:00     |   |
| 14 September (pm) | Drop-In Session (Eltham Centre)<br>14:00 to 17:00       |   |
| 17 September      | Greenwich Info – half page advert<br>With drop in dates | All households in borough<br>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)<br>15:00 to 18:00    |   |
| 21 September (am) | Drop-In Session (Greenwich Centre)<br>10:00 to 13:00    |   |

## Appendix D: Royal Greenwich Consultation on Proposed Band Change Results

**Table 1: Royal Greenwich Consultation on Proposed band Change - Responses**

| Response                          | Number of respondents | % of respondents |              |
|-----------------------------------|-----------------------|------------------|--------------|
| <b>Strongly Agree</b>             | 209                   | 58.7%            | <b>75.6%</b> |
| <b>Somewhat Agree</b>             | 60                    | 16.9%            |              |
| <b>Neither agree nor disagree</b> | 28                    | 7.8%             | <b>7.8%</b>  |
| <b>Somewhat disagree</b>          | 20                    | 5.6%             | <b>16.6%</b> |
| <b>Strongly disagree</b>          | 39                    | 11.0%            |              |
|                                   | 356                   | 100%             |              |

**Table 2: Royal Greenwich Consultation on Proposed Band Change  
Resident & Non-Resident Results**

| Response  | Resident    | Non-resident | Total        |
|---|-------------|--------------|--------------|
| <b>Agree</b><br><i>(Strongly Agree + Somewhat Agree)</i>          | 246 (69.1%) | 23 (6.5%)    | 269 (75.6%)  |
| <b>Disagree</b><br><i>(Strongly Disagree + Somewhat Disagree)</i> | 54 (15.2%)  | 5 (1.4%)     | 59 (16.6%)   |
| <b>Neither agree nor disagree</b>                                 | 25 (7.0%)   | 3 (0.8%)     | 28 (7.8%)    |
|   | 325 (91.3%) | 31 (8.7%)    | 356 (100.0%) |



**Table 3 - Royal Greenwich Consultation on Proposed Band Change**  
**Resident Responses from Band A & Band B Areas**

| <b>Response</b>   | <b>Resident in Band A Area</b> | <b>Resident in Band B Area</b> | <b>Total</b> |
|---|--------------------------------|--------------------------------|--------------|
| <b>Agree</b><br><i>(Strongly Agree + Somewhat Agree)</i>          | 82 (69.5%)                     | 164 (79.2%)                    | 246          |
| <b>Disagree</b><br><i>(Strongly Disagree + Somewhat Disagree)</i> | 26 (22.0%)                     | 28 (13.5%)                     | 54           |
| <b>Neither agree nor disagree</b>                                 | 10 (8.5%)                      | 15 (7.2%)                      | 25           |
|   | 118 (100%)                     | 207 (100%)                     | 325          |

## Appendix E: Royal Greenwich Boundary Roads

RB Greenwich has boundaries with LB Bexley, LB Bromley and LB Lewisham.

There are a number of boundary locations in all three of the above boroughs where RB Greenwich will continue to enforce Band B charging levels and these are listed below:

### LB Bexley

#### Boundary crosses the road

- **Crossway (SE28):** The borough boundary runs across Crossway at two separate locations. The area to the east of Carlyle Road at the northern boundary with Crossway (that is controlled by RB Greenwich) will need to remain Band B.
- **Glenmore Road (SE18):** The borough boundary runs across Glenmore Road close to the junction with Camdale Road. This will need to remain Band B.
- **Sidewood Road, Cradley Road, Oakley Drive (SE9):** The boundary runs through the middle of these three roads. Due to the nature of the area, all roads in RB Greenwich to the south of Halfway Street, the east of Avery Hill Road (not including the B2214 section) and the north of Footscray will need to remain Band B.

#### Boundary runs down the middle of the road

- **Harrow Manor Way (SE2):** Boundary runs along the centre of the whole road. This will need to remain Band B.
- **Wilton Road (SE2):** Boundary runs along the centre of the whole road. This will need to remain Band B.
- **Knee Hill (SE2):** Boundary runs along the centre of the whole road. This will need to remain Band B.
- **Brampton Road (SE2):** Central boundary to Lessness Avenue. This will need to remain Band B.
- **Longleigh Lane (SE2):** Central boundary to Lodge Hill. This will need to remain Band B.
- **Lodge Hill (SE2):** Boundary runs along the centre of the whole road. This will need to remain Band B.
- **Upper Wickham Lane (SE2):** Boundary runs along the centre of the whole road to Wickham Lane. This will need to remain Band B.
- **Winscroft Drive (SE9):** Boundary runs along the centre of the majority of the road. This will need to remain Band B.
- **Ermington Road (SE9):** Small section with a central boundary. This will need to remain as Band B

### LB Bromley

#### Boundary crosses the road

- **Imperial Way (SE9):** The boundary runs close to the junction with Molescroft. Any enforcement in Imperial Drive by RB Greenwich will need to remain Band B.
- **Hillview Road, Mainridge Road (SE9):** The boundary runs down the middle of these roads, so will need to remain Band B. **Lystep Road (SE9)** that is not directly affected by the boundary should also remain Band B.

Boundary runs down the middle of the road

- **Edgebury (SE9):** Boundary runs for a small section along the centre of Edgebury to the junction with Green Lane. This will need to remain Band B
- **White Horse Hill (SE9):** Boundary runs down the centre of the road from Hever Croft and will need to remain Band B.
- **Mottingham Road (SE9):** Boundary runs down the centre of the road for a significant distance. This will need to remain Band B.
- **Mottingham Lane (SE12):** Central boundary to the junction with Winn Road. This will need to remain Band B.

**LB Lewisham**

Boundary crosses the road

- **Horncastle Road (SE12):** Boundary crosses the road near Alnwick Road. This will need to remain Band B.
- **Winn Road (SE12):** The majority of the boundary is with LB Lewisham (although a small section is with LB Bromley) and runs down the centre of the road until the junction with Guibal Road. This will need to remain Band B
- **Guibal Road (SE12):** Boundary runs down the centre of the road to the junction with Woodyates Road. This will need to remain Band B



## Appendix 2 – Existing Bandings in London

### Existing on-street penalty charge bands



### Existing off-street penalty charge bands















