

Consultation on emission-based parking charges

A strategic approach to parking charges

Community engagement
September/October 2020

This meeting :

- What is being proposed ?
- Why is it being proposed ?
- How the proposals will work ?
- Where to find our more and have your say?

What is being proposed

An emission based charging policy for all vehicles in the borough.

Polluter pays principle

- The principle of emission-based charging is that the less polluting your vehicle is, the less you pay, and the more polluting, the more you pay.
- Applies to all Permit charges and paid for parking in and off street.

Why is this being proposed ?

In a recent Merton survey 57% of respondents agreed lesser polluting cars should be charged less than more polluting cars.

Merton has committed to considering emissions based charging to help tackle the following issues:

Climate Change

The use of petrol and diesel vehicles in the borough makes up 19% of Merton's carbon emissions

Air Quality

- Emissions of NOx and PM is associated with a range of adverse health impacts
- More than 9,000 premature deaths attributed to poor air quality in London
- Transport emissions account for approximately 60% of Merton's NOx emissions

Public Health

- Active travel is one of easiest ways to exercise
- 30 minutes of moderate exercise four to five days a week can halve the risk of a heart attack.
- One third of Merton Children are obese by the end of primary school.

Why is this being proposed ?

It is hoped that the proposals will support the following outcomes:

- Increased use of sustainable modes of travel
- Improved health outcomes – less diabetes , obesity , heart and lung related disease etc
- Improved air quality
- Reduced carbon emissions
- Increased uptake of ultra-low emission vehicles
- Reduced car journeys and car ownership
- Increase use of Car clubs

Key elements of emission based charging?

The proposed model for all permits will be based on the following criteria:

Removal of the current diesel levy and a new approach

1. Location.

Location-based charging has been in operation since January 2020. Charges are based on the location of the controlled zone and public transport accessibility, also how long each day the zone is operational.

2. Carbon dioxide (CO₂) emissions.

Our proposals will build on the current model and include CO₂ emissions which contribute towards climate change. This is based on Vehicle Excise Duty (VED) 'car tax' bands

3. ULEZ-based surcharge.

Our proposals include a surcharge for some vehicles based on their nitrogen oxides (NOx) and particulate matter (PM) emissions. These emissions contribute to local air pollution which can damage health. This is based on the Transport for London Ultra Low Emission Zone (ULEZ) model. This will replace the existing diesel levy that has been in operation since 2017.

4. *ULEZ-based surcharge for Pay and Display parking.* *A single one off payment is being proposed for each parking session to vehicles exceed the minimum emission levels.*

Example of Emission based charging

Permits -

Example 1. (Audi A1 1L 2017)

1. **Location** - Tier 2. Controlled Zone is only enforced for part of the day,.
2. **CO2 Emissions** The vehicle also emits only 97 (g/km) CO2 Emissions and is in band E of the Governments tax bands and liable for a £90 Permit charge.
3. **(NOx)** The vehicle is manufactured in 2017 with a Euro rating of 6, therefore NOT liable to the £150 ULEZ based charge.

Total Charge £90. This is £20 cheaper than the current Permit price

Example 2. On street Parking and Car Parks -

A proposed one off charge of £1.50 for each parking event if the vehicle does not meet minimum ULEZ **(NOx)** based standard.

Other boroughs who charge based on Emissions

- **At least half of all London boroughs use a form of emission based charging.**

(Examples right)

- **Transport for London have the Ultra Low Emission Zone.**

- There was a 65% reduction in the number of older, more polluting, noncompliant vehicles detected in the zone in the first 6 months

- **Government Vehicle Tax bandings are based on emissions.**

Barking and Dagenham

Barnet

Brent

Camden

Croydon

Ealing

Enfield

Haringey

Hounslow

Hackney

Islington

Kensington and Chelsea

Lambeth

Sutton

Waltham forest

Westminster

Covid 19 issues

- Limits on public transport at present but this will not be permanent and we will expect to get back to full capacity
- Traffic is now at or above pre-covid levels [110% of previous in Outer London]

How can I support or make representation on this proposal?

We welcome your comments

Any person wishing to make representation or object on the proposals should visit: www.merton.gov.uk/parkingconsultation2020

We have an online survey and opportunity to submit representations

or

In writing to Parking Services, the London Borough of Merton, Merton Civic Centre, London Road, Morden, Surrey, SM4 5DX quoting reference **Parking Consultation 2020** or by email to parkingconsultation2020@merton.gov.uk, no later than **23rd October 2020**.