

Croydon Council

For General Release

REPORT TO:	TRAFFIC MANAGEMENT ADVISORY COMMITTEE 6th October 2015
AGENDA ITEM:	13
SUBJECT:	PROPOSED EXTENSION OF CROYDON CONTROLLED PARKING ZONE (CPZ) EAST OUTER AREA IN DAVIDSON ROAD - RESULTS OF CONSULTATION
LEAD OFFICER:	Jo Negrini, Executive Director of Place
CABINET MEMBER:	Councillor Kathy Bee, Cabinet Member for Transport and Environment
WARDS:	Addiscombe
CORPORATE PRIORITY/POLICY CONTEXT: This report is inline with objectives to improve the safety and reduce obstructive parking on the Borough's roads as detailed in: <ul style="list-style-type: none">• The Croydon Plan; Transport Chapter.• The Local Implementation Plan; 3.6 Croydon Transport policies• Croydon's Community Strategy; Priority Areas 1, 3, 4 and 6	
FINANCIAL SUMMARY: These proposals can be contained within available budget.	
FORWARD PLAN KEY DECISION REFERENCE NO.: n/a	

1. RECOMMENDATIONS

That the Traffic Management Advisory Committee recommend to the Cabinet Member for Transport and Environment that they agree to:-

- 1.1 Consider the results of the two part consultation and objections received in response to the public notice on the proposal to extend the Croydon Controlled Parking Zone (CPZ) East Outer Area further in Davidson Road up to its junction with Brampton Road.
- 1.2 Agree to extend the Croydon (East Outer Area) CPZ into Davidson Road as proposed in paragraph 1.1 above and as shown on Plan No. PD-249a.
- 1.3 Authorise the Highway Improvement Manager, Streets Directorate to make the necessary Traffic Management Order under the Road Traffic Regulation Act 1984 (as amended) to introduce the proposed scheme.
- 1.4 Inform the respondents and consultees of the decision.

2. EXECUTIVE SUMMARY

- 2.1 This report considers the results of the two part consultation on the proposed extension of Croydon Controlled Parking Zone (East Outer Zone) from its current boundary at Davidson Road junction with Stretton Road up to the junction of Brampton Road.
- 2.2 The consultation was authorised by the Cabinet Member for Transport and Environment on 20 October 2014 (minute A26/14 refers). Residents and local businesses were consulted by letter and questionnaire and feedback from respondents have been collated and analysed.
- 2.3 Over half of the respondents to the consultation have expressed support for the proposal and it is recommended to proceed with it as the parking problems would likely get worse over time if parking remains unregulated in this section of the road.

3. DETAIL

- 3.1 On 20 October 2014, officers received authorisation from the Cabinet Member for Transport and Environment to consult residents and local businesses on a proposal to extend the Croydon CPZ (East Outer Zone) in Davidson Road to the junction of Brampton Road as shown on the attached Plan PD-249a (Rev.01).
- 3.2 The Council carries out a two-stage public consultation on parking proposals. The first (informal) stage is a questionnaire on the proposal whilst the second is a (formal) statutory notice through which individuals and organizations can make written representations regarding the proposals.
- 3.3 To save costs and expedite the process, both stages of the consultation (questionnaire) and (publication of the statutory notice) were conducted simultaneously as a joint exercise for Davidson Road. There are existing footway bays in the road and these would largely remain the same so it made sense to carry out the consultation stages together.
- 3.4 Consultees are requested to register their "Yes/No" preference votes on the questionnaire and submit a separate written representation in respect of the public notice, if they so wished.
- 3.5 Feedback from each stage of the consultation is considered separately at the same time, using relevant criteria as appropriate. However, progress of the proposals is dependent on the level of support expressed by respondents during the questionnaire stage (informal consultation) and objections to the public notice stage (formal consultation) . This proposed CPZ extension in Davidson Road is being considered at the second consultation stage because it is supported by the majority of respondents.

4 CONSULTATION

- 4.1 The consultation commenced on Monday, 13 July 2015 when 165 sets of the consultation document comprising a letter, factsheet, questionnaire, layout plan

and statutory notice were hand-delivered to all addresses in the relevant section of Davidson Road. Included in each set was a pre-paid envelope for return of the questionnaire. The document is attached as an appendix to this report.

- 4.2 Both stages of the consultation ran for six weeks ending on Friday, 21 August 2015. A public notice of the statutory consultation was advertised on Wednesday, 15 July 2015 in the Croydon Guardian and London Gazette. The notice was also posted on posts in the relevant section of the road.
- 4.3 From the 165 set of consultation documents delivered, a total of 59 questionnaires were returned, giving a response rate of 36%, which is above average for a consultation of this nature. Analyses of the returns show that across the consultation section, 30 respondents (51%) were in favour of the proposal whilst 29 (49%) were against it. This is shown in Table 1 below.

Table 1 - Analysis of Returned Questionnaires

Number delivered	Number returned	Number in favour	Number against
165	59	30	29
100%	36% (of total delivered)	51% (of total returned)	49% (of total returned)

- 4.4 These results are indicative of the difficult parking conditions in this section of Davidson Road where parking is unregulated. This parking pressure that residents suffer prompted the petition that resulted in this consultation.

4.5 Objections / Comments

- 4.5.1 In response to the statutory public notice (Council's intent to make the Traffic Management Order) issued as part of this consultation, five consultees have each submitted a written objection to the proposals. The objections and officers' comments on them are detailed below.

4.5.2 Objection 1

This objection is on the grounds that the objector had paid for a crossover, was unaware of the petition that prompted the consultation, the parking charges are high and will rise in future, there are no parking problems in the road, they are agreeable to people on school runs parking outside their home and children should be encouraged to walk to school to reduce parking demand.

4.5.3 Response 1

Parking off road will not be affected by on street controls as clarified in the factsheet in the consultation pack and the parking charges are similar to those of other London boroughs with a similar profile to Croydon's. This section of Davidson Road is subject to parking pressure that is felt by a large number of residents and it was this that gave rise to the petition.

4.5.4 Objection 2

The second objector states that parking charges would be a strain on residents people already on a tight budget as well as their visitors, also being on a tight budget, there are no parking problems in the road except those caused by the garage business which could be addressed by placing restrictions specifically on the business, the more pressing problem in the road relates to speeding and parking controls in the road would displace any problems to neighbouring roads. They also ask whether residents of such roads were consulted about the proposals and wonder why the Council had to carry out the consultation following a petition that was started by just one resident.

4.5.5 **Response 2**

Current parking charges are similar to those of other London boroughs with a similar profile to Croydon's. Unfortunately, charging for permits is unavoidable as the scheme implementation, enforcement and administration costs have to be covered and parking schemes are legally required to be self-financing. The argument that this section of Davidson Road is not subject to parking stress has not been borne out by the results of the consultation, which show majority support for the proposed controls. It is impracticable to have parking controls targeted at the garage business in the road. It is appreciated that there will be some displacement of parking to neighbouring roads but consultation is normally restricted to only residents that are directly affected by the proposed scheme. Any problems relating to speeding should be reported and addressed separately from this consultation.

4.5.6 **Objection 3**

This objector states that they and their neighbours are against the proposed scheme because they did not sign the petition that was instigated by just one resident who telephoned the Council daily for two months to complain about parking problems in the road. They feel that the proposed scheme is intended for the Council to make money out of residents and suggested a public meeting to discuss the issues with residents before further progress.

4.5.7 **Response 3**

The petition has fulfilled the Council's criteria and the consultation conducted in accordance with Council's procedures. That the objector and their neighbours did not sign the petition does not invalidate the petition or consultation. There is no need for a public meeting with residents because respondents' feedback through the questionnaire that was delivered to all consultees is found to be adequate for a decision on the proposals. In addition, consultees were provided Officers' contact details for further information regarding the proposals.

4.5.8 **Objection 4**

This objection is on the grounds that the previous extension of the CPZ into Davidson Road has resulted in displaced parking from there onto the uncontrolled section of the road, parking space is not guaranteed even with a permit and garage business and school in the road have no parking facilities on site and therefore need parking in the road to remain unrestricted so they can park on the road.

4.5.9 **Response 4**

It is appreciated that new parking restrictions often result in some displacement of parking to adjacent areas where parking is unregulated. It is impracticable to guarantee anyone a parking space on public highway and although this is the case,

it is usually far easier for Permit Holders and Pay & Display users to find a parking space.

4.5.10 Objection 5

This objector states that they and their neighbours have not experienced any difficulty parking in the road and that the proposed scheme would be a waste of time and funds.

4.5.11 Response 5

The argument that this section of Davidson Road is not subject to parking stress has not been borne out by the results of the consultation, which show majority support for the proposed scheme. The proposed scheme is not a waste of time and funds as it is legally required to be self-financing.

4.6 The legal process requires that formal consultation takes place in the form of Public Notices published in the London Gazette and a local paper (Croydon Guardian). Although it is not a legal requirement this Council also fixes street notices to lamp columns in the vicinity of the proposed scheme and writes to occupiers who are directly affected to inform as many people as possible of the proposals.

4.7 Official bodies such as the Fire Brigade, the Cycling Council for Great Britain, The Pedestrian Association, Age UK, The Owner Drivers' Society, The Confederation of Passenger Transport and bus operators are consulted under the terms of the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996. Additional bodies, up to 27 in total, are consulted depending on the relevance of the proposals.

4.8 Once the notices have been published the public has 21 days to comment or object to the proposals. If no relevant objections are received, subject to agreement to the delegated authority sought by the recommendations, the Traffic Management Order is then made. Any relevant objections received will be reported back to this Committee for a recommendation as to whether the scheme should be introduced as originally proposed, amended or abandoned. The objectors are then informed of the decision.

5 FINANCIAL CONSIDERATIONS

The capital spend is to come out of the LIP (local Implementation Plan) budget allocation of £70k for the current financial year. Attached to the papers of this meeting is a summary of the overall financial impact of this and other applications for approval at this meeting. If all applications were approved there this funding would be fully utilised.

5.1 Revenue and Capital consequences of report recommendations

	Current Financial Year	M.T.F.S – 3 year Forecast		
	2015/16	2016/17	2017/18	2018/19
	£'000	£'000	£'000	£'000
<u>Revenue Budget available</u>				
Expenditure	45	100	100	100
Income	0	0	0	0
<u>Effect of Decision from Report</u>				
Expenditure	0	0	0	0
Income	0	0	0	0
Remaining Budget	<u>45</u>	<u>100</u>	<u>100</u>	<u>100</u>
<u>Capital Budget available</u>				
Expenditure	70	0	0	0
<u>Effect of Decision from report</u>				
Expenditure	13	0	0	0
Remaining Budget	<u>57</u>	<u>0</u>	<u>0</u>	<u>0</u>

5.2 The effect of the decision

- 5.2.1 The cost of extending controlled parking into the section of Davidson Road between Stretton Road and Brampton Road has been estimated at £13,000. This includes the provision of Pay & Display machines, signs and lines and a contribution towards the legal costs.
- 5.2.2 This cost can be contained within the available capital budget for Controlled Parking Schemes under the Local Implementation Plan (LIP) projects for 2015/16.

5.3 Risks

- 5.3.1 There is a risk that the final cost will exceed the estimate. However, this work is allowed for in the current budget.
- 5.3.2 If controlled parking is introduced future income will be generated from Pay & Display takings and permit sales, together with enforcement of these controls through vehicle removals and Penalty Charge Notices. CPZ schemes have proven to be self-financing usually within 4 years of introduction.

5.4 Options

- 5.4.1 The alternative option is not to introduce the parking controls. This could have a detrimental effect on residents in that they would continue to suffer with parking

issues in relation to obstruction, road safety and traffic flow problems.

5.5 Savings/ future efficiencies

- 5.5.1 The current method of introducing parking controls is very efficient with the design and legal work being carried out within the department. The marking of the bays and the supply and installation of signs and posts is carried out using the new Highways Contract and the rates are lower than if the schemes were introduced under separate contractual arrangements.
- 5.5.2 Approved by: Louise Phillips Business Partner, on behalf of Head of Finance, and Deputy Section 151 Officer, Place Department.

6. COMMENTS OF THE COUNCIL SOLICITOR AND MONITORING OFFICER

- 6.1 The Solicitor to the Council comments that Part IV of the Road Traffic Regulation Act 1984 (as amended) states that the objective of authorising orders to provide parking, is to relieve or prevent the congestion of traffic on roads in their area.
- 6.2 To introduce controlled parking in the areas proposed in this report it will be necessary to make Traffic Management Orders (TMOs) under the provisions of the Road Traffic Regulation Act 1984 (as amended).
- 6.3 The Council has complied with the necessary requirements of the Local Authorities (Traffic Order Procedure) (England and Wales) Regulations 1996 by giving the appropriate notices and receiving representations.
- 6.4 Approved by: Gabriel MacGregor Head of Corporate Law on behalf of the Council Solicitor and Monitoring Officer.

7. HUMAN RESOURCES IMPACT

- 7.1 There are no human resources implications arising from this report.
- 7.2 Approved by: Adrian Prescod, HR Business Partner, for and on behalf of Director of HR, Resources department.

8. CUSTOMER IMPACT

- 8.1 The proposed extension of the Croydon CPZ (East Outer Permit Zone) into Davidson Road (between Stretton Road and Brampton Road) is in response to a petition and known parking. Occupiers of all residential and business premises in the area were consulted to ensure that all those potentially affected by the proposals were given the opportunity to give their views. Parking controls are only introduced in the area where the majority of residents are in favour of a scheme. The proposals are therefore likely to be seen as a positive move by the Council and should improve residents' and businesses' views of the work carried out by the Borough.

9. EQUALITIES IMPACT

- 9.1 An initial Equalities Impact Assessment (EqIA) has been carried out and it is considered that a Full EqIA is not required.

10. ENVIRONMENTAL IMPACT

- 10.1 Parking schemes are designed so that the signing is kept to a minimum to reduce the environmental impact. Narrow 50mm wide lines can be used in environmentally sensitive and conservation areas.

11. CRIME AND DISORDER REDUCTION IMPACT

- 11.1 There are no such considerations arising from this report.

12. REASONS FOR RECOMMENDATIONS

- 12.1 The recommendation is to extend controlled parking into the section of Davidson Road between the existing boundary by Stretton Road and the junction of Brampton Road, since the majority of residents in these roads have stated they are happy with the proposed parking arrangements for their road.

13. OPTIONS CONSIDERED AND REJECTED

- 13.1 The alternative option would have been not to introduce parking controls along this section of road but this would have been against the views of the majority of residents and there would have been continued parking stress in the road.

REPORT AUTHOR

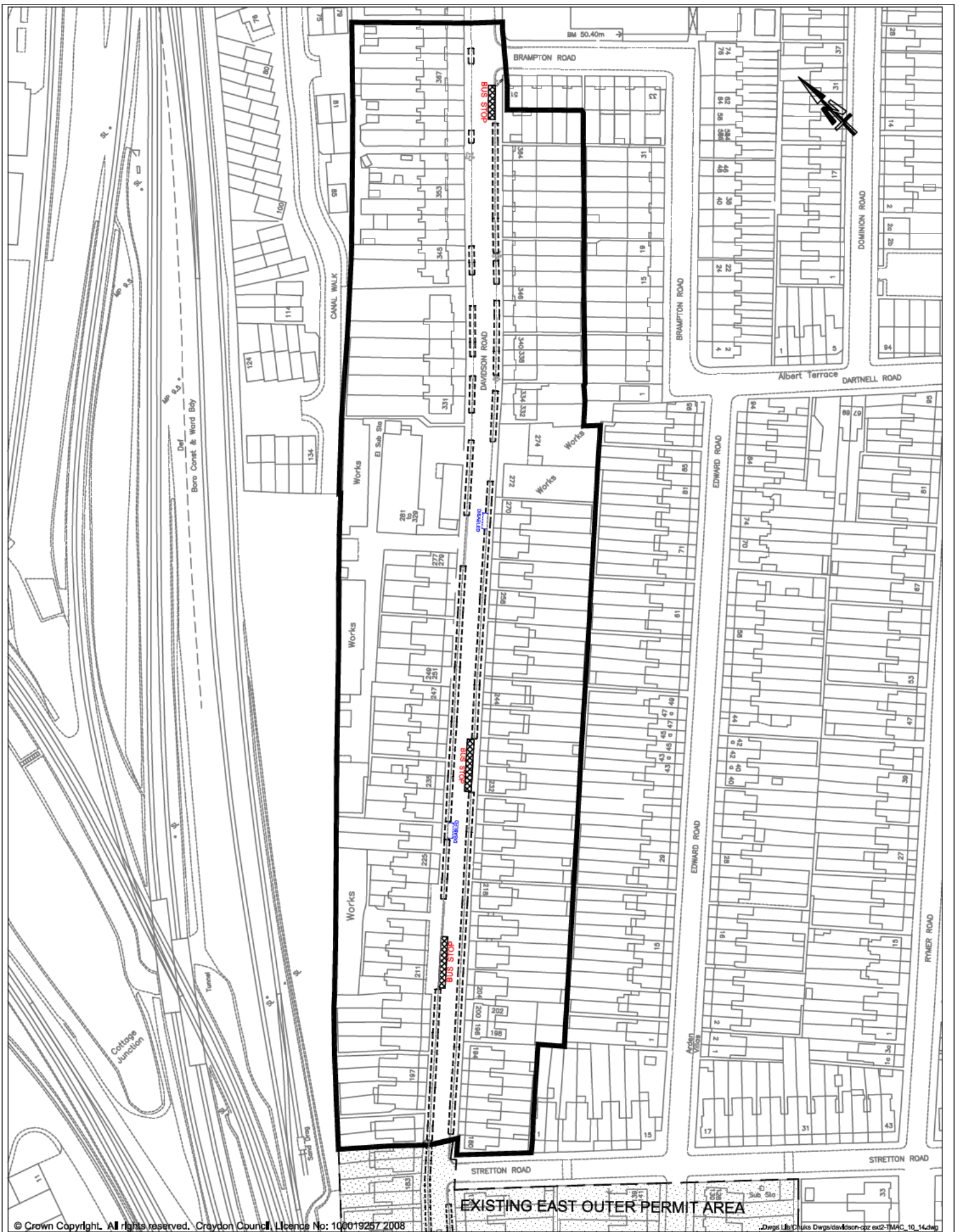
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BACKGROUND DOCUMENTS

None



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DAVIDSON ROAD

(STRETTON ROAD - BRAMPTON ROAD)

- KEY:**
- Consultation Area Boundary
 - Existing Footway Parking Bays
 - Existing CPZ Boundary

CROYDON COUNCIL

Proposed Croydon (East Outer Area) CPZ Extension

PLACE DEPARTMENT
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INFRASTRUCTURE - TRAFFIC DESIGN			
Scale.	NTS	Drawn	CAN
Date.	SEPTEMBER 2015	Checked	DJW
		Drawing Ref.	Rev. 02
			PD-249a