

Traffic Management Advisory Committee Agenda



To: Councillor Stuart King (Chair)

Councillors Muhammad Ali, Jeet Bains, Felicity Flynn, Simon Hoar and Karen Jewitt

Reserve Members: Robert Canning, Luke Clancy, Mary Croos, Ian Parker, Pat Ryan and David Wood

A meeting of the **Traffic Management Advisory Committee** which you are hereby summoned to attend, will be held on **Wednesday, 16 October 2019** at **6.30 pm** in **Town Hall**

JACQUELINE HARRIS BAKER
Director of Law and Governance
London Borough of Croydon
Bernard Weatherill House
8 Mint Walk, Croydon CR0 1EA

Cliona May
020 8726 6000 x47279
cliona.may@croydon.gov.uk
www.croydon.gov.uk/meetings
Tuesday, 8 October 2019

Members of the public are welcome to attend this meeting.

If you require any assistance, please contact the person detailed above, on the righthand side.

N.B This meeting will be paperless. The agenda can be accessed online at www.croydon.gov.uk/meetings

AGENDA – PART A

1. Apologies for Absence

To receive any apologies for absence from any members of the Committee.

2. Minutes of the Previous Meeting (Pages 5 - 16)

To approve the minutes of the meeting held on 24 July 2019 as an accurate record.

3. Disclosure of Interests

In accordance with the Council's Code of Conduct and the statutory provisions of the Localism Act, Members and co-opted Members of the Council are reminded that it is a requirement to register disclosable pecuniary interests (DPIs) and gifts and hospitality to the value of which exceeds £50 or multiple gifts and/or instances of hospitality with a cumulative value of £50 or more when received from a single donor within a rolling twelve month period. In addition, Members and co-opted Members are reminded that unless their disclosable pecuniary interest is registered on the register of interests or is the subject of a pending notification to the Monitoring Officer, they are required to disclose those disclosable pecuniary interests at the meeting. This should be done by completing the Disclosure of Interest form and handing it to the Democratic Services representative at the start of the meeting. The Chair will then invite Members to make their disclosure orally at the commencement of Agenda item 3. Completed disclosure forms will be provided to the Monitoring Officer for inclusion on the Register of Members' Interests.

4. Urgent Business (if any)

To receive notice of any business not on the agenda which in the opinion of the Chair, by reason of special circumstances, be considered as a matter of urgency.

5. Norfolk Road Area - Results of Informal Consultation Report (Pages 17 - 32)

6. Cecil Road Area - Results of Statutory Consultation on the Proposed Change of Operational Hours of a Controlled Parking Zone (CPZ) (Pages 33 - 44)

7. Dunheved Roads Area - Results of Informal Consultation on the Proposed Hours of a New Controlled Parking Zone (CPZ) (Pages 45 - 60)

8. **Kynaston Road Area - Objections to the Proposed Extension of the Croydon CPZ (N1 Permit Area) (Pages 61 - 74)**

PART B

9. **Exclusion of the Press and Public**

The following motion is to be moved and seconded where it is proposed to exclude the press and public from the remainder of a meeting:

“That, under Section 100A(4) of the Local Government Act, 1972, the press and public be excluded from the meeting for the following items of business on the grounds that it involves the likely disclosure of exempt information falling within those paragraphs indicated in Part 1 of Schedule 12A of the Local Government Act 1972, as amended.”

This page is intentionally left blank

Traffic Management Advisory Committee

Meeting held on Wednesday, 24 July 2019 at 6.30 pm in Council Chamber, Town Hall,
Katharine Street, Croydon CR0 1NX

MINUTES

Present: Councillor Stuart King (Chair);

Councillors Muhammad Ali, Robert Canning, Felicity Flynn and Simon Hoar
and Ian Parker

Also Present: Councillor Andrew Pelling

Apologies: Councillors Jeet Bains and Karen Jewitt

PART A

1/19 Minutes of the Previous Meeting

The minutes of the meeting held on 2 May 2019 were agreed as an accurate record.

2/19 Disclosure of Interests

Councillor Pelling informed the Committee that he was the Vice-Chair of the London Road Safety Council.

3/19 Urgent Business (if any)

There were no items of urgent business.

4/19 Objections to Emission-Based Parking Permit Charges and Diesel Surcharges for Permits

Officers introduced the report stating that the policy to introduce emission-based parking charges was linked to the Air Quality Action Plan, the Clean Air Strategy and the Mayor's Transport Strategy.

A consultation on the scheme was undertaken, and officers stated that all 14,000 permit holders in the borough were contacted by email, or by post if email was not possible. From the consultation around 1,000 responses were received and had been responded to.

Ms Batt addressed the Committee in objection to the proposals as it was stated that residents had not been informed of the proposed increase in parking permit charges. Furthermore, it was stated that the proposal was disproportionate and unfair as only impacted those who lived in Controlled

Parking Zone (CPZ), as such it remained free to park outside the CPZs. Whilst Ms Batt noted that the aim was to encourage people to replace their cars to lower emitting vehicles; it was stated that it was not possible for many as they were on low incomes or pensions and their current cars had no resale value. Ms Batt suggested that rather than charge for parking the council should consider charging on the miles travelled; and thus the emissions produced by the vehicles.

Ms Thomas also spoke in objection to the proposals stating that residents felt that it was an additional tax and that they had had no warning. It was stated that the charging was an unfair increase as it only impacted those who had parking permits and who wanted to park by their homes. Concerns were raised about those who drove in Croydon, but parked on roads which were not in a CPZ; that whilst they emitted emissions they were not being charged.

Ms McSherry addressed the Committee in objection, also, stating that she only became aware of the proposal when she was renewing her parking permit; and as such it was felt that the council had failed in its statutory requirement to consult residents on the proposals. The Equality Analysis was referenced as stating there was a risk that the proposal would disproportionately affect those with disabilities or long term health concerns and, it was suggested, the mitigations would not be sufficient. Ms McSherry noted that different authorities had different bandings for similar policies and it was felt that this was not creating a level playing field for London residents. Furthermore, it was stated that there was insufficient infrastructure to encourage residents to buy electric cars and that many residents could not afford to replace their current cars. The council was requested to look at alternative solutions which were more reasonable and proportionate.

Dr Nicodemi noted that emissions were an issue across the whole borough and that it was the responsibility of all to contribute to supporting the environment; however it was felt that the proposal was grossly unfair as it only impacted those in CPZs. Concerns were further raised that a number of permit holders had not received communication regarding the proposals and had only heard of the consultation via Inside Croydon.

Mr Hameed stated that the proposed charging bands would lead to all residents paying more than currently charged, and queried how the banding had been calculated. It was noted that hybrid and fully electric vehicles are very expensive; and that there was not sufficient infrastructure in the borough to support all residents having plug-in hybrid or electric cars. Mr Hameed further expressed concerns in relation to the consultation undertaken by the council as it was stated that many affected residents were unaware of the proposals.

A statement from Mr Samuel was read to the Committee which stated that he objected to the scheme on four points; that a parked car does not emit any emissions, that outside the operating times of a CPZ it is currently free to park in a CPZ, the proposal would cause displacement to areas outside CPZs, and that residents had not been consulted on the proposals.

Cllr Pelling addressed the Committee as the ward councillor for Waddon ward and sharing the views of Waddon residents. It was noted that a 10% response rate to the consultation showed a high level of concern by residents, and that it was important to fully consider those concerns. Councillor Pelling stated that serious consideration should be given to the bandings as over 700 residents would be impacted by an increase in the permit fee from £80 to £300. It was suggested that a reasonable amount of time should be given to enable residents to save up to change their vehicle, as the proposed increase would have a significant impact on residents. Additionally, it was stated that it was important that the infrastructure for electric cars needed to be in place before the increase took place to support residents. Councillor Pelling concluded by stating that residents felt it was important that the scheme was cost neutral and was not a means to increase revenue.

In response to the concerns and objections raised the officer stated that emails were sent to all permit holders using the email addresses provided when residents had applied for permits. The council had tested to ensure the email would not go into people's spam or junk folder. For those residents without email addresses, the council had written to them separately. Officers were confident that the email had been correctly sent as a large number of responses had been received within 48 hours of the email being sent. Furthermore, officers stated that receiving 1,000 responses from 14,000 notifications was a relatively high response rate to a parking consultation.

In relation to the concerns raised regarding the bandings the council was proposing; officers noted that the DVLA had 16 bands. Whilst it was agreed that Croydon was proposing a different system to other London authorities; those schemes were looked at and the proposal in the report was to ensure there was a simplified system of five bands.

Officers stated that they had sought to have the scheme neutral; however this was not entirely possible. However, any surplus was required to be spent on areas outlined within Traffic Management legislation and, at present, it was spent on supporting the Freedom Pass scheme. It was noted by officers that the cost of permits had not increased in the past seven years, and the proposal to increase the lowest permit charge to £104 was in line with inflation over that period.

In response to concerns relating to the scheme is adversely affecting those with disabilities, the officer confirmed that blue badge holders did not require a permit and so there was no disadvantage. Additionally, it was stated that companion permits were also available to support those with disabilities.

Officers confirmed that the council was working to improve the infrastructure for electric and plug-in hybrids, and as such it was planned that new charging points would be implemented in the next six to 12 months, with 400 to be installed by the council in total. This figure, it was stated, was in addition to those being installed by Transport for London (TfL) and fuel garages.

In response to concerns raised that parked cars do not pollute, officers stated that they are taking parking spaces which makes it difficult for residents who regularly use their cars to park. There was a need to manage supply and demand as there was finite space for parking in the borough.

Councillors stated that they all agreed that it was important that everyone worked to tackle emissions as there was a climate emergency.

Some councillors, however, raised concerns that while it was positive that 400 charging points were being installed it was fairly impractical for thousands of residents to use them. It was suggested that all new developments with parking spaces be required to have charging point installed. In response, officers confirmed that policy was in place to require charging points be installed in new developments. Additionally it was noted that each charging point could charge up to four vehicles at one time.

Concerns were raised by some Members that those vehicles which were rarely used would incur a high charge, and that cars which did not qualify for a ULEZ (Ultra Low Emission Zone) charge would be charged by Croydon. It was felt that the policy should be an emission based policy which was based on emissions, and not on where people lived.

Further concerns were also raised in relation to the proposed charge for band 5 vehicles which was felt to be too high, particularly for those on low incomes or pensioners who would find it difficult to change to a lower emitting vehicle.

The Cabinet Member stated the council had looked at the schemes set by other local authorities and TfL, and while the proposed Croydon scheme did not exactly match these they had influenced the design of the Croydon scheme.

Some councillors noted that the roads were highly polluted which was having a serious, and negative, impact on the health of residents and was contributing to early deaths. With other 10,000 more cars in Croydon between 2013 and 2016, and likely more in coming years it was felt that it was important that something was done to tackle the air quality issue. Councillors stated that the public health emergency was clear and that it was the duty of the council to respond.

Councillors welcomed the decision that blue badge holders and companion permit holders would not be affected. Additionally, the phased introduction of charging and implementation of charging points was welcomed, however it was suggested that the majority were needed in the CPZs to support residents to move to cleaner vehicles.

In response to the suggestion that councillors should lead by example, and that they should be charged in relation to proposed charging schedule for the councillor parking permit, the Cabinet Member confirmed he supported the idea and that he would raise the suggestion with the Group Whips.

Officers confirmed that Croydon had the highest rate of admissions to hospital for childhood asthma in London, and as such it was felt that it was important that there was a policy which sought to tackle emissions. It was further noted that, 76% of people were in favour of the council tackling emissions when the council consulted on the Air Quality Action Plan.

The Chair stated that it had been difficult to create a scheme which sought to tackle the emissions problem without the potential to adversely affect those on lower incomes. While it might be desirable to means test parking permits it was not permissible under Traffic Management regulations. It was recognised that there was a public health emergency, and that improving air quality was the focus of the policy and not parking charges and raising income.

The council, it was stated, had sought to get the right balance between proposals which would encourage people to move to cleaner vehicles or public transport and avoiding prohibitively high charges.

In relation to the concerns raised regarding the consultation, the Chair stated that the consultation emails had been sent and so it was considered that the council had consulted permit holders.

The Chair concluded by noting that the Government was requiring councils to act on emissions, and that a number of other authorities were also introducing emission based parking policies. It was considered to be a tool for tackling air quality and was part a wider over-arching aim to improve the environment including; School Streets, fining of idling vehicles, and the introduction of diesel surcharges and pay & display charging.

Some councillors stated that while it was Government policy to tackle emissions, it was felt that the proposal did not address emissions and only penalised parking.

Following a vote the Committee voted four in support of the recommendations, and two against.

RESOLVED: To

1. Consider the responses received to the formal consultation on the proposed introduction of emission-based parking permit charges and the contents of the report and make such comments to the Cabinet Member for Environment, Transport and Regeneration (Job Share) as they consider necessary; and
2. Note that in accordance with the delegation from Cabinet dated 25 March 2019, the Executive Director Place, in consultation with the Cabinet Member for Environment, Transport and Regeneration (Job Share) is authorised to consider the outcome of the consultation regarding Emission-Based Parking Charges; and subject to there being no significant changes which would necessitate further consultation, finalise, agree and implement the Emission-Based Parking Charges proposals (see Appendix 1 of the report). Note that any proposals

requiring significant changes or further consultation will be brought back to Cabinet for consideration.

5/19

South Croydon Area - Results of Informal Consultation on the Proposed Introduction of a Controlled Parking Zone (CPZ)

The Chair proposed that the order of the agenda be amended to take the South Croydon Area report as the second substantive item. The Committee agreed to vary the order of business.

The officer informed the Committee that the report outlined the results of an informal consultation in the South Croydon area for a proposed introduction of a CPZ. Around 22 roads were consulted around the South Croydon Bus Garage which was noted to be an area of very dense parking.

It was noted that across the whole area which was consulted there was a fairly negative response; however a positive response was received from Sunny Nook Gardens, Sussex Road and Bynes Road; and the recommendation was to proceed to formal consultation on those particular roads.

Mr Shorey spoke in opposition to the proposals stating that as a proprietor of a local business he had a vested interest in whether the area became a CPZ, and that he had spoken to many of his customers regarding the proposals. As such, he felt that the proposal would have a negative impact and would only move the issue to other roads which had not voted in support; rather than fix it. Mr Shorey stated that many local people felt that they were being ignored. Furthermore, it was suggested that the questionnaire had been confusing and some residents had voted in support when they objected to the proposal. Mr Shorey concluded by stating that he felt the proposal to extend the CPZ to three roads would have a negative impact on local businesses.

Mr Humphrey spoke to the Committee in support of the recommendations; stating that as a resident of Sussex Road he had noted that parking had got worse in the local area and was now a major issue. It was suggested that the proposal would stop commuter parking, as Sussex Road was the closest road to South Croydon station which was not in a CPZ. In addition to commuter parking, Mr Humphrey suggested that parking from a local car garage also exasperated the issue as customers and staff often parked cars on the surrounding road before and after MOTs. In response to some resident concerns, Mr Humphrey stated that he had spoken to the council and had had it confirmed that the proposal was for a continuous parking bay; so no parking bays would be lost.

In response, the officer stated that the council was responding to petitions which had been submitted. It was recognised that parking was an issue in the area, however in response to the informal consultation it was recommended to proceed to formal consultation only where there had been support. It was anticipated that the scheme would help residents; however it was recognised that there would likely be a knock-on effect to the surrounding roads.

Members noted that a response rate of 30% was relatively high for parking consultations, and that the council had listened to those responses by designing a scheme which proposed extending the CPZ to those roads which were in support.

In response to Member questions the officer confirmed that the ward councillors had been contacted for their views on the proposals; and that the councillors felt that there was a parking problem in the roads which supported the introduction of a CPZ, but that there was a concern of possible displacement.

Members raised concerns in relation to splitting Bynes Road; however noted that the recommendations were to undertake a formal consultation of the proposed roads. It was further noted that if there was insufficient support in Bynes Road then the scheme could be reduced before the final decision was made by the Cabinet Member for Environment, Transport & Regeneration (Job Share) or the Executive Director Place.

The officer confirmed that the proposal to have continuous bays, and so there would not be a loss of parking, and that there was no intention to remove the current CPZ bays in Bynes Road. Furthermore, it was confirmed that all residents in Bynes Road would be informed of the formal consultation.

RESOLVED: That the Traffic Management Advisory Committee recommend to the Cabinet Member for Environment, Transport and Regeneration (job share) that they

1. Consider the responses received to the informal consultation on the proposed introduction of a CPZ (Controlled Parking Zone) into the South Croydon Area;
2. Agree to proceed to the formal consultation stage for a proposal to extend the Croydon CPZ (West Permit Zone) into Sunny Nook Gardens and Sussex Road, as illustrated on drawing number PD 398a;
3. Agree to proceed to the formal consultation stage for a proposal to extend the Bynes Road CPZ into the remainder of Bynes Road as illustrated on drawing no. PD 398b; and
4. If formal consultation is agreed, delegate to the Highway Improvement Manager, Public Realm Directorate the authority to give the notice.

6/19

Cecil Road and Aurelia Road - Results of Informal Consultation on the Proposed Change of Hours of an Existing Controlled Parking Zone (CPZ)

The officer informed Members that a petition had been received which requested the Controlled Parking Zone (CPZ) in Aurelia Road and Cecil Road be extended to 8am – 8pm Monday – Sunday. An informal consultation had taken place which had resulted in 69% of respondents supporting the proposal.

The report recommended that the council undertake formal consultation on the proposal, which was planned to take place as soon as possible.

In response to Member questions the officer confirmed that it was not desirable for different roads to have different hours of operation as it could cause confusion. It was anticipated that Aurelia Road would experience a benefit from a consistent approach to the CPZ.

The Chair noted that many the CPZ was implemented many residents had asked for the extended operating hours, and that this consultation would support the request.

RESOLVED: That the Traffic Management Advisory Committee recommend to the Cabinet Member for Environment, Transport and Regeneration (job share) that they

1. Consider the responses received to the informal consultation on the proposed change of hours in the existing West Thornton CPZ in Cecil Rd and Aurelia Rd;
2. Agree for the reasons detailed in the report, to proceed with formal consultation regarding the proposed change the operational hours in the West Thornton CPZ (drawing no.PD-396) to 8am – 8pm, Monday – Sunday;
3. If formal consultation is agreed, delegate to the Highway Improvement Manager, Public Realm Directorate the authority to give the notice; and
4. Agree that the results of the formal consultation are reported to the Traffic Management Advisory Committee in order for it to make appropriate recommendations to the Cabinet Member for Environment, Transport and Regeneration (job share).

7/19

Lower Road Area - Results of Informal Consultation on the Proposed Introduction of a Controlled Parking Zone (CPZ)

The officer informed Members that a petition requesting a Controlled Parking Zone (CPZ) in the Lower Road Area had been received; however a low response rate, which was largely negative, had been the outcome of an informal consultation. As such, it was recommended that the council did not proceed to formal consultation.

The Chair noted that the council requested petitions had a large proportion of local residents support so as to ensure council resources were effectively used.

RESOLVED: That the Traffic Management Advisory Committee recommend to the Cabinet Member for Environment, Transport and Regeneration (job share) that they

1. Consider the responses received to the informal consultation on the proposed introduction of a CPZ into the Lower Road Area;

2. Agree not to proceed to the formal consultation stage regarding the proposal to introduce the Kenley Controlled Parking Zone into Lower Road, Little Roke Road and Little Roke Avenue as illustrated on Drawing No. PD 395 due to the reasons set out in paragraph 3.8 of the report; and
3. Inform the organisers of the petitions of these decisions.

8/19

Outcome of Formal Consultation on School Streets

Officers introduced the report stating that a pilot at three schools had been made permanent the previous year, and the report in the agenda recommended creating School Streets surrounding a further eight schools. The aim of the scheme was to improve the health of young people and to reduce congestion near schools at school pick-up and drop-off times.

Members noted that Fairchildes School had not been included in the report, and officers confirmed that following consultation with residents an Experimental Traffic Management Order was proposed which was supported by the ward councillors and the Head Teacher. The report on the Fairchildes scheme was due to be considered and agreed by the Executive Director Place, and would be shared with the Chair and Lead Opposition Member.

Officers informed Members that residents could, and had, responded on the proposals for more than one school. It was noted that all the responses received were outlined within the report, and that across the seven locations there was an even level of support and objection; although it was noted that some roads were supportive whereas others were in objection.

In response to Member questions, officers stated there was no specific data in relation to the number of accidents or types of accidents; however the creation of safer roads around schools would support a reduction in accidents.

Members raised concerns relating to the displacement of traffic in the roads surrounding Woodcote Primary School following the decision to make it a School Street in 2018. It was stated that within the local area there were a number of cul-de-sacs and closes which were being affected by the displacement of traffic, and while there were mobile patrols of the local roads residents were raising concerns. Officers confirmed that they had visited the cul-de-sacs and it was noted that the roads were saturated with parking; as such there was no opportunity for displacement. Furthermore, it was stated that the further people had to travel to park their car to drop off their children the more likely it was to encourage behavioural change to walk, cycle or scoot to school.

Officers informed Members that in response to the displacement experienced by residents in Coulsdon, residents were being encouraged to petition for parking controls as it was recognised that there were some difficulties in the local area in relation to parking.

In response to Member questions, officers stated that Royal Mail vehicles were able to access any road during the restrictions; however it was not the intention of the council to provide access to delivery vehicles as it was important to ensure the roads were safe and it was noted that uncongested roads can lead to people to drive faster. In terms of children who require to be dropped off by the school; the council required the school to inform them to allow the vehicle access to the road.

The Chair informed Members that the council had received a number of requests from schools to be a part of the School Streets, and that part of the process of deciding which schools to proceed with was looking at whether they had travel plans.

It was felt that the scheme had encouraged a behavioural change as the three original schools in the scheme had seen a reduction in the number of students arriving by car. Additionally, it had been seen that while some displacement of traffic had been experienced; that the parking had been better with fewer cars being parking on dangerous corners or across peoples driveways.

Officers informed Members that Harris Academy Purley had approached the school to be part of the scheme; and as Regina Coeli Primary School was located on the same road it was contacted. The school was in support of the scheme, and so had been included.

Members were informed that in addition to more courteous parking, and a decrease in the number of pupils arriving by car, the three original schools had also seen an improvement in punctuality. By working with the schools to improve cycle proficiency and encouraging walking it was an aim to not only improve safety, but to also tackle childhood obesity.

Officers confirmed that the impact of the scheme was being reviewed and changes were being made where possible. The council had, and would continue to, review the impact with surveys. In addition to surveys; air quality, health benefits and punctuality would also be considered to understand the effect of the scheme. It was further noted by Members that the enforcement resource was limited, and that this scheme enabled the council to focus on fewer problem schools and provided an improved response rate.

Some Members stated their support for the scheme which sought to address the issue of dangerous streets surrounding schools around drop-off and pick-up time, and to improve the health of young people in the borough. It was noted that the results from the original three schools showed a number of benefits, and as such it was beneficial to support other schools to realise the benefits also.

Following a vote the Committee voted four in support of the recommendations, and two abstentions.

RESOLVED: That the Traffic Management Advisory Committee recommend to the Cabinet Member for Environment, Transport and Regeneration (job share) that they

1. Consider the objections and responses from the consultation on the Public Notice of 23 May 2019 (attached at Appendix 1 of the report);
2. For the reasons detailed within the report to introduce School Street schemes under the permanent Traffic Management Order procedure in the following 7 locations as detailed in the Public Notice of 23 May 2019:
 - Abingdon Road (between Turle Road & Upwood Road), at Norbury Manor Primary School;
 - Biggin Way (between Biggin Hill & Downsview Road), at Downsview Primary and Nursery Schools;
 - Brading Road (between Cecil Road & Lavender Road) and Rosecourt Road, at West Thornton Primary Academy;
 - Cypress Road, at Cypress Primary School;
 - Goston Gardens (between Winterbourne Road & Oaklands Avenue) and Winterbourne Road (between London Road & Wiltshire Road), at Winterbourne Girls and Boys Schools;
 - Kendra Hall Road, at Harris Academy Purley and Regina Coeli Primary School; and
 - Little Roke Road (between Lower Road & the north-western flank wall of No. 47 Little Roke Road), at Harris Primary Academy Kenley.

9/19 **Exclusion of the Press and Public**

The item was not required.

The meeting ended at 8.44 pm

Signed:

Date:

.....
.....

This page is intentionally left blank

Agenda Item 5

REPORT TO:	TRAFFIC MANAGEMENT ADVISORY COMMITTEE 16 OCTOBER 2019
SUBJECT:	NORFOLK ROAD AREA – RESULTS OF INFORMAL CONSULTATION ON A POSSIBLE EXTENSION OF THE THORNTON HEATH CONTROLLED PARKING ZONE (CPZ)
LEAD OFFICER:	Shifa Mustafa, Executive Director of Place
CABINET MEMBER:	Councillor Stuart King, Acting Cabinet Member for Environment, Transport and Regeneration (job share)
WARDS:	Thornton Heath
CORPORATE PRIORITY/POLICY CONTEXT: This report is in accordance with objectives to improve the safety and reduce obstructive parking on the Borough's roads as detailed in: <ul style="list-style-type: none"> • Croydon Local Plan Feb 2018 • The Local Implementation Plan; 3.6 Croydon Transport policies • Croydon's Community Strategy; Priority Areas 1, 3, 4 and 6 • The Croydon Plan 2nd Deposit; T4, T7, T35, T36, T42 and T43. • Croydon Corporate Plan 2015 – 18 • www.croydonobservatory.org/strategies/ 	
FINANCIAL IMPACT: These proposals can be contained within the available budget.	
FORWARD PLAN KEY DECISION REFERENCE NO.: n/a	
1. RECOMMENDATIONS That the Traffic Management Advisory Committee recommend to the Acting Cabinet Member for Environment, Transport and Regeneration (job share) that they: <ol style="list-style-type: none"> 1.1 Consider the responses received to the informal consultation on the proposed introduction of a Controlled Parking Zone (CPZ) in the Norfolk Road Area. 1.2 Agree to proceed to the formal consultation stage for a proposal to introduce a CPZ into the Norfolk Road, as illustrated on drawing number PD-405a. 1.3 If formal consultation is agreed, delegate to the Highway Improvement Manager, Public Realm Directorate the authority to give the notice. 	

2 EXECUTIVE SUMMARY

- 2.1 This report considers the results of the informal consultation on the proposed introduction of a CPZ into the Norfolk Road Area which includes roads close to the existing Thornton Heath CPZ.
- 2.2 Due to the majority in favour of an introduction of a CPZ in Norfolk Road, it is recommended that the Council proceeds to the formal consultation stage with a proposal to introduce a CPZ in Norfolk Road only, as illustrated on drawing No. PD-405a.
- 2.3 On 16 September 2019 and pursuant to the delegation from the Leader dated 6 June 2016, the Executive Director Place, following consultation with the Cabinet Member for Environment, Transport and Regeneration (job share) determined that it was appropriate to refer consideration of the matters detailed paragraph 2.2 above to the Traffic Management Advisory Committee for onward recommendation and determination to the Cabinet Member for Environment, Transport and Regeneration (job share).

3 DETAIL

- 3.1 An informal consultation was carried out on 28 May 2019 in the Norfolk Road Area, as a direct response to a petition received from residents of Norfolk Road, requesting that the Council introduce a controlled parking scheme to address the parking concerns in the area.
- 3.2 A letter, map of the consultation area, Frequently Asked Questions factsheet and questionnaire were delivered by Royal Mail, to every property in the consultation area. In this document the council provided all the relevant information relating to parking controls, including costs and asked a series of questions.
- 3.3 The council tries to make it easy and convenient for everyone to respond by providing a postage paid return envelope. The results below are compiled to show the individual responses from each household and business to determine the views expressed by the locals. The analysis of the questionnaire and comments also helps the council to ensure that the design of a proposed zone most accurately reflects the desires of the community, be it week day only zone, controls on Saturday, or even 7-day controls.
- 3.4 The informal consultation area included the following roads: Annsworthy Avenue, Beulah Grove, Beulah Road, Buller Road, Buttons Croft Close, Foulsham Road, Grange Park Road, Hobart Gardens, Heath Road, Kitchener Road, Luna Road, Manchester Road, Milner Road, Natal Road, Norbury Road, Norfolk Road, Parchmore Road, Robert Close and Woodville Road. The informal consultation ended on 21 June 2019.
- 3.5 The results of this consultation have been analysed, both for the overall area and on a street-by-street basis. When examining the results, the council has taken into account the response rate, the level of support and whether the streets involved would form a coherent zone area. The council tries to ensure that zone boundaries are clear so that any confusion can be avoided.

- 3.6 This enabled the council to accurately define the areas where there is support for the introduction of controls and those areas where there is not. The responses received have helped the council to decide whether a scheme should be introduced and how it will operate.
- 3.7 The introduction of parking controls in one street often results in displacement parking problems in adjacent streets, as commuters and other motorists may move their cars to the nearest road where parking is unrestricted. Consequently, the council will consult over a wider area than that in which there are known to be current parking difficulties.
- 3.8 For parking controls to be introduced, the Council has taken into account the views of residents and businesses. However, customer feedback is not the single deciding factor. All relevant factors will be considered before arriving at a decision.
- 3.9 CPZs are introduced under the Road Traffic Regulation Act 1984 and require legal traffic management orders (TMO), which can be utilised to designate, among other things – the permitted parking places and yellow line waiting restrictions. Subject to approval to proceed to statutory consultation, the council will undertake a consultation with statutory consultees, advertise the proposals in the local press and have regard to any objections before giving consideration to the making of any orders.
- 3.10 The complete process, from informal consultation to zone implementation, generally takes between six and twelve months. The process takes time as once a final scheme has been designed and approved, the Council is required to consult the police and emergency services about our proposals, advertise and make the TMO, manufacture and install parking signs, as well as install road markings.
- 3.11 Residents and businesses will be informed of the results of the informal consultation exercise and the decision made by the cabinet member by letter. Updates on each consultation and a copy of the committee report detailing the results can always be found on the council's website.

Consultation results

- 3.12 Consultees were requested to register their "Yes/No" preference votes, with the operational hours of 9am to 5pm Monday to Saturday matching the controls in the existing Thornton Heath zone bordering the consultation area.
- 3.13 A total of 754 questionnaires were delivered by Royal mail and 223 completed questionnaires were returned, representing a 30% response rate, which is to be expected for an informal consultation exercise of this type.
- 3.14 Table 1 below, shows the number of properties per street, within the consultation area and the total number of returns received from each street.

Table 1 – Response Rate per Street

Street Name	Number of Properties	Responses Received	Response Rate
Annsworthy Avenue	11	7	64%
Beulah Grove	2	0	0
Beulah Road	124	46	37%
Buller Road	20	6	30%
Buttonscroft Close	4	0	0%
Foulsham Road	24	8	33%
Grange Park Road	64	19	30%
Heath Road	95	21	22%
Hobart Gardens	19	10	53%
Kitchener Road	36	7	19%
Luna Road	60	16	27%
Milner Road	32	13	41%
Manchester Road	41	7	14%
Natal Road	37	9	24%
Norfolk Road	47	15	32%
Parchmore Road	47	7	15%
Roberts Close	2	0	0%
Woodville Road	89	32	36%
TOTAL:	754	223	30%

3.15 Table 2 below shows responses in detail on a street by street basis.

Table 2:

Are you in favour of a Controlled Parking Zone?						
Street Name	Responses Received		Yes		No	
Annsworthy Avenue	7	64%	4	57%	3	43%
Beulah Grove	0	0	0	0	0	0
Beulah Road	46	37%	19	41%	27	59%
Buller Road	20	30%	1	17%	5	83%
Buttonscroft Close	0	0	0	0	0	0
Foulsham Road	8	33%	3	38%	5	62%
Grange Park Road	19	30%	1	5%	18	95%
Heath Road	21	21%	6	29%	15	71%
Hobart Gardens	10	53%	0	0	10	100%
Kitchener Road	7	11%	1	14%	6	86%
Luna Road	16	27%	0	0	16	100%
Milner Road	13	41%	0	0	13	100%
Manchester Road	7	17%	0	0	7	100%
Natal Road	9	24%	1	11%	8	89%
Norfolk Road	15	32%	9	60%	6	40%
Parchmore Road	7	15%	1	14%	6	86%
Roberts Close	2	0	0	0	0	0
Woodville Road	32	36%	5	16%	27	84%
TOTAL:	225	30%	52	23%	169	75%

3.16 Table 2 above, shows 23% of the total number of respondents were in favour of the introduction of a CPZ in their street. The remaining 75% of the respondents did not support the introduction of parking controls.

3.17 Norfolk Road residents also suffer from displacement parking on a daily basis, due to the overspill from the nearby existing CPZ zone and surveys have shown that parking stress is high during the daytime with few opportunities of finding a space. As the majority of Norfolk Road residents that responded to the questionnaire voted in favour of parking controls it is proposed extend the Thornton Heath CPZ into Norfolk Road only.

- 3.18 The majority of respondents from Annsworthy Avenue are in favour of an introduction of a CPZ in their street, however, the majority of the neighbouring streets are not. It is recommended therefore, that a CPZ should not be introduced in Annsworthy Avenue because it is a narrow cul-de-sac and 90% of the properties have driveways, this means there are no spaces for bays to be introduced.
- 3.19 However, the council does recognise there are parking issues at the junction of Annsworthy Avenue with Grange Park Road, making it difficult for residents to enter and exit the cul-de-sac and also causing a problem for regular refuse collection to be made on a regular basis. It is therefore recommended that Annsworthy Avenue to be added to the council's waiting restriction list for investigation.
- 3.20 The introduction of a new CPZ requires the making of a Traffic Management Order. The legal process for making a Traffic Management Order requires formal consultation to take place in the form of Public Notices published in the London Gazette and a local newspaper (Croydon Guardian). Although 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.
- 3.21 Official bodies such as the Fire Brigade, The Pedestrian Association, Age UK 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.
- 3.22 Once the notices have been published, the public has 21 days to comment or object to the proposals. If no relevant objections are received, the Traffic Management Order may then be made. Any relevant objections received following the giving of public notice will be considered by the Executive Director of Place and may be referred to the Traffic Management Advisory Committee for consideration and onward recommendation to the Cabinet Member for Environment, Transport and Regeneration.

4 FINANCIAL CONSIDERATIONS

The required capital expenditure will be funded via an allocation within the TfL LIP grant funding allocated to Croydon for 2019/20. Total funding of £75k is included for controlled parking schemes in 2019/20 with £57k remaining. 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 would be funding of £2k remaining in 2019/20.

4.1 Revenue and Capital consequences of report recommendations

	Current Financial Year 2019/20 £'000	M.T.F.S – 3 year Forecast		
		2020/21	2021/22	2022/23
		£'000	£'000	£'000
<u>Revenue Budget</u>				
available				
Expenditure	0	0	0	0
Income	0	0	0	0
<u>Effect of Decision</u>				
<u>from Report</u>				
Expenditure	0	0	0	0
Income	0	0	0	0
Remaining Budget	0	0	0	0
<u>Capital Budget</u>				
available				
Expenditure	57	0	0	0
Effect of Decision				
from report				
Expenditure	9	0	0	0
Remaining Budget	48	0	0	0

4.2 The effect of the decision

- 4.2.1 The cost of introducing controlled parking into Norfolk Road has been estimated at £9,000. This includes the supply and installation of signs, lines and a contribution towards the legal costs.
- 4.2.2 These costs can be contained within the available capital budgets for 2019/20.

4.3 Risks

- 4.3.1 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 parking 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.

4.4 Options

- 4.4.1 An alternative option is to introduce a Residents Only parking scheme. Virtually all permit schemes in the borough are Shared-Use with “Pay by Phone” Ringo users and this offers the greatest flexibility for drivers who may be visitors to residents and businesses in the area.

4.5 Savings/ future efficiencies

- 4.5.1 If controlled parking is introduced future income will be generated from the purchase of resident/business permits, paid for parking (Pay by Phone), together with the revenue generated from the enforcement of these controls, through the issue of Penalty Charge Notices (PCN). Therefore, CPZ schemes have typically been proven to be self-financing usually within 4 years of introduction.

Approved by: F Wright, Head of Finance (Place)

5. COMMENTS OF COUNCIL SOLICITOR AND MONITORING OFFICER

- 5.1 The Head of Litigation and Corporate Law comments on behalf of the Director of Law and Governance Sections 6, 45, 46, 47, 49, 124 and Part IV of Schedule 9 of the Road Traffic Regulation Act 1984 (RTRA) provides the Council with the power to implement the changes proposed in this report. This legislation gives a local authority the power to make Traffic Management Orders (TMO) to control parking by designating on-street parking places, charging for their use and imposing waiting and loading restrictions on vehicles of all or certain classes at all times or otherwise.
- 5.2 In making such Orders, the Council must follow the procedures set out at Schedule 9, Part III of the Road Traffic Regulation Act 1984 and detailed in the Local Authorities Traffic Orders (Procedure)(England and Wales) Regulations 1996 (the 1996 Regulations). The said Regulations, prescribe inter alia, specific publication, consultation and notification requirements that must be strictly observed. It is incumbent on the Council to take account of any representations made during the consultation stage and any material objections received to the making of the Order, must be reported back to the decision maker before the Order is made.
- 5.3 By virtue of section 122 of the RTRA, the Council must exercise its powers under that Act so as to secure the expeditious, convenient and safe movement of vehicular and other traffic including pedestrians, and the provision of suitable and adequate parking facilities on and off the highway. These powers must be exercised so far as practicable having regard to the following matters:-
- The desirability of securing and maintaining reasonable access to premises.
 - The effect on the amenities of any locality affected including the regulation and restriction of heavy commercial traffic so as to preserve or improve amenity.
 - The national air quality strategy.
 - The importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles.
 - Any other matters appearing to the Council to be relevant.
- 5.4 The Council must have proper regard to the matters set out at s 122(1) and (2) and specifically document its analysis of all relevant section 122 considerations when reaching any decision. The Council needs to comply with the necessary requirements of the Local Authorities Traffic Order Procedure) (England and Wales) Regulations 1996 by giving the appropriate notices and receiving

representations. Such representations must be considered before a final decision is made.

Approved by: Sandra Herbert, Head of Litigation and Corporate Law on behalf of the Director of Law and Governance and Deputy Monitoring Officer

6. HUMAN RESOURCES IMPACT

- 6.1 Enforcement of new parking schemes will require increased enforcement duties by Civil Enforcement Officers. It is anticipated that this additional enforcement can be undertaken using existing resources.

Approved by: Jennifer Sankar, Head of Human Resources.

7. CUSTOMER IMPACT

- 7.1 The proposed introduction of parking controls into Norfolk Road is in response to support from local residents for a parking scheme.
- 7.2 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.

8. EQUALITIES IMPACT

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

9. ENVIRONMENTAL IMPACT

- 9.1 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.

10. CRIME AND DISORDER REDUCTION IMPACT

- 10.1 The fact that uniformed Civil Enforcement Officers will be regularly patrolling the area should have a deterrent effect on crime.

11. REASONS FOR RECOMMENDATIONS

- 11.1 The Council recommends to introduce a new controlled parking scheme in Norfolk Road. Therefore the Council proposes to issue a public notice of the Traffic Management Order of the proposed scheme and, subject to no objections received, to make the necessary Traffic Management Order. It is considered that parking controls will improve parking conditions for residents and visitors whilst improving safety and access.

12. OPTIONS CONSIDERED AND REJECTED

- 12.1 The alternative option would be not to proceed with publication of the public notice and formal consultation but this would not accord with the expressed preference of the majority of those who responded to this informal consultation.

REPORT AUTHOR

Huda Wahab, Traffic Engineer,
Parking Design, Highway Improvements,
Streets, 020 8726 6000

CONTACT OFFICER:

David Wakeling, Parking Design Manager
Parking Design, Highway Improvements,
Streets, 020 8667 8229

BACKGROUND DOCUMENTS

Consultation Documents

The Occupier

Place Department
Highway Improvements
Parking Design
6th Floor, Zone C
Bernard Weatherill House
Croydon
CR0 1EA
Tel/Typetalk: 020 8726 6000
Minicom: 020 8760 5797

Important Parking Consultation
Controlled Parking Proposal
Questionnaire

Contact: Parking Design
Parking.Design@croydon.gov.uk
Tel: 020 8667 8258
Our Ref: PD/HW/7TH
Date: **28 May 2019**

Dear Owner/Occupier,

Controlled Parking Zone Consultation – Norfolk Road Area.

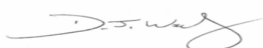
I am writing to ask for your views on the possibility of introducing a Controlled Parking Zone (CPZ) into the area shown on the enclosed map, which includes your road. The consultation is a direct response to a petition received from residents of Norfolk Road, requesting that the Council introduce a controlled parking scheme to address the parking problems in this area.

Legislation requires that we have regard to various factors in making a decision on whether an area should have a CPZ introduced. These include the views of owners and occupiers of properties but also the need for maintaining the free movement of traffic including public service vehicles, reasonable access to premises and the effect on the local amenities. This is why your views are important and we would be grateful if you could complete the attached questionnaire. Once completed, please return it in the enclosed pre-paid envelope by **Friday, 21 June 2019**.

The existing neighbouring Thornton Heath CPZ operates between 9am and 5pm, Monday to Saturday. Any proposed CPZ in the Norfolk Road area will mirror these operational times. During the period of operation, parking is only permitted within parking bays with a valid permit or if motorists have paid via the RingGo 'pay by phone' system. Residents and businesses within the zone boundary are eligible to purchase parking permits.

All questionnaire responses received by 21 June 2019 will be presented in a report to Executive Director of Place to consider whether or not to proceed with the formal consultation on the CPZ scheme or whether to refer the matter to the next scheduled Traffic Management Advisory Committee meeting for consideration and onward recommendation to the Cabinet Member for Environment, Transport & Regeneration (Job share) for decision.

Please do not hesitate to contact the project engineer, Huda Wahab, on 020 8667 8258 or by email huda.wahab@croydon.gov.uk if you require further information or clarification on this consultation. Yours faithfully,



David Wakeling Parking Design Manager – Highway Improvements

Parking Consultation: Norfolk Road Area - QUESTIONNAIRE

Please complete this questionnaire and return it in the enclosed pre-paid envelope to reach us by Friday, 21 June 2019.

Name

Address*

** Without this information your vote will not be counted. This information will be used only for the purpose of this consultation. We will only use responses from occupiers within the proposed area shown on the attached plan – one response per household and returned using the official pre-paid envelope provided.*

1. Are you in favour of extending the Thornton Heath CPZ into your road?

Please choose **one** option only by putting an 'X' in the appropriate box.

Yes, the zone should be extended

☐

No, controlled parking is not needed

☐

Comments:

presented in a report to the Traffic Management Advisory Committee for consideration at its next meeting at 6.30pm on 16 October 2019 in the Town Hall, Katharine Street, Croydon. The report will be available to view online on 9 October using the following link:

www.croydon.gov.uk/democracy/dande/minutes/committees

**Please return by Friday, 21 June 2019
using the pre-paid envelope provided.**

*The
results
of the
consult
ation
will be*

Controlled Parking Zone (CPZ) – Frequently Asked Questions

1. What is a Controlled Parking Zone?

This is an area where parking activities are controlled by waiting restrictions (yellow lines) and parking bays.

2. At what times will the restrictions apply?

The proposed scheme's hours of operation will mirror those of the existing neighbouring Controlled Parking Zone (i.e. 9am – 5pm). Most existing zones in the Borough operate Monday to Saturday and it is proposed to consult occupiers on this.

3. How long would I be able to park for during operational hours?

Permit holders and Disabled Blue Badge holders will be able to park for an unlimited period within parking bays, providing a valid permit/Blue Badge is displayed.

4. Who is eligible for parking permits?

Any business with a business address within the zone and any resident with a vehicle registered at an address (if planning conditions do not forbid the issuing of parking permits) within the zone would be eligible for a parking permit. Information on how to apply for a permit will be sent to all consultees in due course if it is decided to proceed with the scheme.

5. What about our visitors?

Visitors would only need to pay for parking during the hours of operation of the zone. During operational hours, visitors must pay via the cashless pay by phone RingGo system or purchase a Resident Visitor Permit (obtained via the resident they are visiting using the cashless RingGo system, usually at a lower rate, depending on the length of stay, than the normal daily tariff).

6. Why can't we have "resident only" parking?

The shared-use Permit / Pay by phone scheme proposed is more flexible, allowing visitors, including customers of local businesses and tradespeople, to park. The permit cost is subsidised by Pay by phone users. Existing shared-use schemes provide residents more opportunity to park during the hours of operation than unregulated parking as the majority of commuters are reluctant to pay for parking.

7. Is this not just a money making scheme?

It is a legal requirement that parking schemes are self-financed as no funding is available from Council Tax for these types of proposals. In outer areas, such as this proposed area, income levels are lower than town centre locations where parking demand is higher. Charges ensure that implementation and administration / enforcement costs can be covered within 5 to 10 years.

8. Please take note of the following information on the proposed changes to permit charges:

Permit charges are currently being reviewed and from **October 2019** are proposed to be based on vehicle emissions. Although the following charges for residents' permits have been agreed through the Council's Informal Cabinet Committee in March they are subject to formal consultation in which any objections would need to be considered before they are implemented.

The charges for residents' permits are proposed to be as follows:

Vehicle registration from March 2001	CO ₂ emission (g/km)	Proposed new charge
Band 1	< 1	£6.50
Band 2	1 – 75	£65
Band 3	76 – 165	£104
Band 4	166 – 225	£146
Band 5	> 225	£300
Before March 2001	n/a	£300

It is proposed that there will be a surcharge for the **second permit of £50**.

(**Please note** that proposed changes to all permits including Business Permits and Visitor permits are currently subject to formal consultation and details can be obtained by visiting the Croydon website using the following link and viewing public notices in May 2019:

www.croydon.gov.uk/transportandstreets/parking/prcpr)

9. Where would parking bays and yellow lines be marked?

Parking bays would be marked on the carriageway in safe locations and away from junctions and dropped crossings. Yellow line waiting restrictions would be introduced at locations where parking would be hazardous or cause obstruction.

10. Can you guarantee me a parking space outside my house?

It is not possible to guarantee anyone a particular space on the public highway.

11. How can it be ensured that motorists parking in the zone park legitimately?

Civil Enforcement Officers (CEOs) will patrol the roads within the zone during the controlled hours. CEOs can issue a Penalty Charge Notice (parking ticket) to any vehicle that is parked in a manner that contravenes parking regulations e.g. parking on a yellow line or within a parking bay without displaying a valid permit/pay and display ticket.

12. Will I be able to park across my driveway?

Yes, but only outside the controlled hours. It is not possible to mark bays across driveways as this would legalise obstruction.

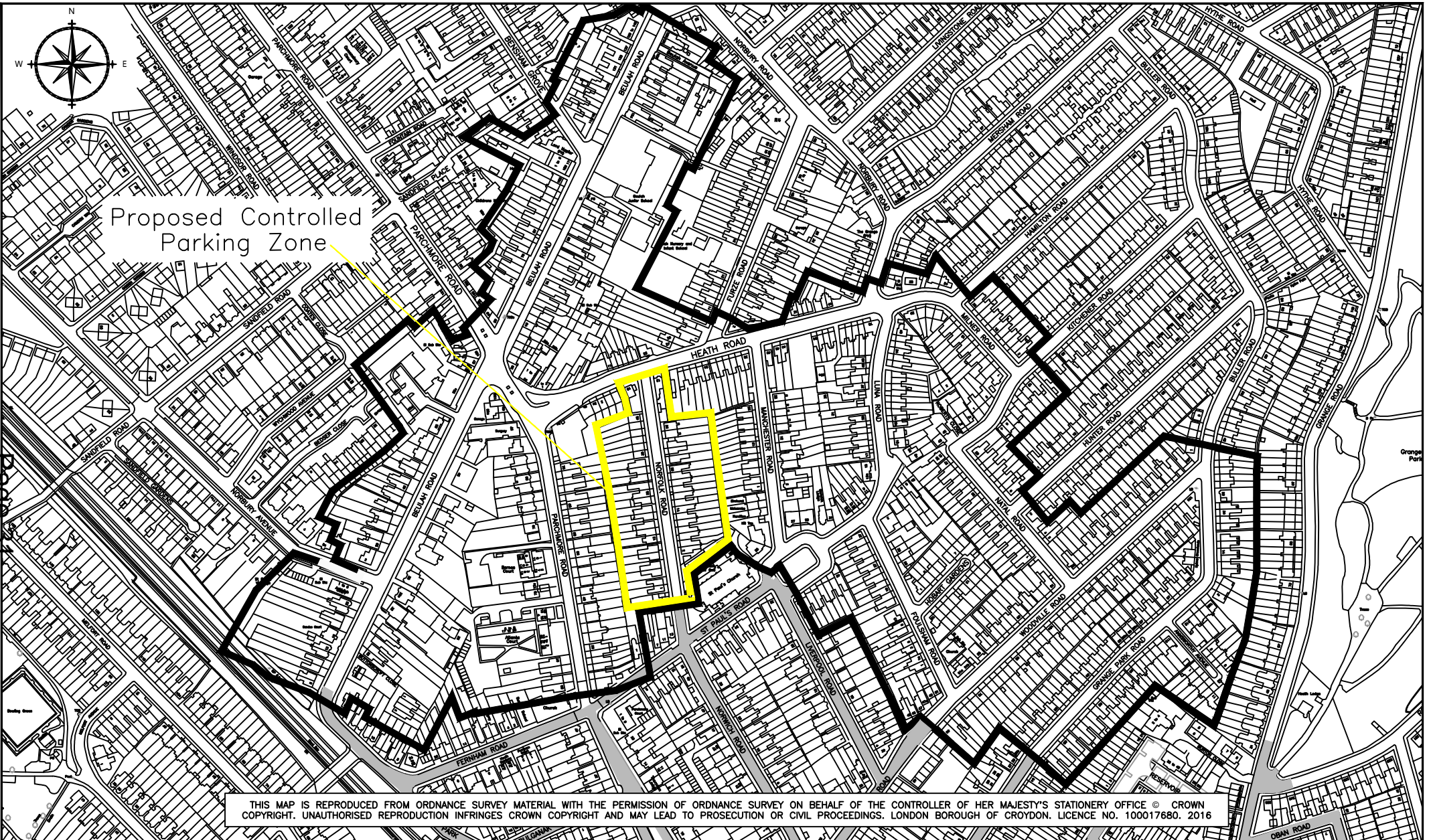
13. What if I do not support the introduction of controlled parking?

Vote 'No' on the enclosed questionnaire - if the majority of respondents vote against controlled parking then a scheme is unlikely to go ahead in the area. If the majority of respondents are in favour of a scheme there would be an opportunity to make further comments or object to the proposals at the Public Notice (detailed design) Stage when the scheme is formally advertised in the Croydon Guardian, by on-street notices and on the Council website. Please note that if the majority of respondents in a small part of the consultation area are in favour of parking controls, then a recommendation could be made to proceed with the design of a scheme in this area / road alone.

14. What happens next?

The results of the consultation will be presented in a report to the Executive Director of Place to consider whether or not to proceed with the formal consultation on the CPZ scheme or whether to refer the matter to the next scheduled Traffic Management Advisory Committee (TMAC) meeting for consideration and onward recommendation to the Cabinet Member for Environment, Transport & Regeneration (Job Share) for decision. If the matter is referred to the next TMAC meeting, which is scheduled to take place on 16 October 2019 at 6:30pm in the Town Hall, Katharine Street, Croydon, any reports will be available to view 5 working days prior to the scheduled meeting by using the following link

www.croydon.gov.uk/democracy/dande/minutes.



KEY: PROPOSED CONTROLLED PARKING ZONE EXISTING CONTROLLED PARKING AREA CONSULTATION BOUNDARY	JOB NAME NORFOLK ROAD AREA				PLACE DEPARTMENT STREETS DIVISION DIRECTOR - STEVE ILES		DRAWING NO PD - 405a	REVISION -
	DRAWING TITLE PROPOSED CONTROLLED PARKING ZONE BOUNDARY.				HIGHWAY IMPROVEMENTS		STATUS -	
	DESIGNER HW	VERIFIED DJW	SCALE AT A4 NTS	DATE August 2019			CROYDON Delivering for Croydon www.croydon.gov.uk	

This page is intentionally left blank

REPORT TO:	TRAFFIC MANAGEMENT ADVISORY COMMITTEE 16 OCTOBER 2019
SUBJECT:	CECIL ROAD AND AURELIA ROAD (PART) – RESULTS OF STATUTORY CONSULTATION ON THE PROPOSED CHANGE OF OPERATIONAL HOURS OF A CONTROLLED PARKING ZONE (CPZ)
LEAD OFFICER:	Shifa Mustafa, Executive Director of Planning and Environment
CABINET MEMBER:	Councillor Stuart King, Acting Cabinet Member for Environment, Transport and Regeneration (job share)
WARDS:	West Thornton
CORPORATE PRIORITY/POLICY CONTEXT: This report is in accordance with objectives to improve the safety and reduce obstructive parking on the Borough's roads as detailed in: <ul style="list-style-type: none"> • Croydon Local Plan Feb 2018 • The Local Implementation Plan; 3.6 Croydon Transport policies • Croydon's Community Strategy; Priority Areas 1, 3, 4 and 6 • The Croydon Plan 2nd Deposit; T4, T7, T35, T36, T42 and T43. • Croydon Corporate Plan 2015 – 18 • www.croydonobservatory.org/strategies/ 	
FINANCIAL IMPACT: These proposals can be contained within the available budget.	
FORWARD PLAN KEY DECISION REFERENCE NO.: n/a	
1. RECOMMENDATIONS That the Traffic Management Advisory Committee recommend to the Acting Cabinet Member for Environment, Transport and Regeneration (job share) that they:- <ol style="list-style-type: none"> 1.1 Consider the responses received to the formal consultation on the proposed change of operational hours of the West Thornton CPZ which comprises of Cecil Road and the section of Aurelia Road between Mitcham Road and Lavender Road. 1.2 Agree for the reasons detailed in this report to change the hours of operation in the West Thornton Parking Zone to 8am – 8pm, Monday – Sunday, as shown on drawing PD-396. 1.3 Inform the objectors and supporters of the above decision. 	

2 EXECUTIVE SUMMARY

- 2.1 This report considers the results of the statutory consultation on the proposed change of operational hours of the West Thornton CPZ in Cecil Road and part of Aurelia Road, which comprises of shared-use Permit / Paid for parking bays and mainly single yellow lines.
- 2.2 It is recommended that the Council proceeds with the alteration of the operational hours of the West Thornton CPZ from a 9am – 5pm, Mon – Sat ~~to~~ an 8am – 8pm, Mon – Sun operation as shown on drawing no. PD-396.
- 2.3 On 16 September 2019 and pursuant to the delegation from the Leader dated 6 June 2016, the Executive Director Place, following consultation with the Cabinet Member for Environment, Transport and Regeneration (job share) determined that it was appropriate to refer consideration of the matters detailed paragraph 2.2 above to the Traffic Management Advisory Committee for onward recommendation and determination to the Cabinet Member for Environment, Transport and Regeneration (job share).

3 DETAIL

- 3.1 A petition was received last year from residents of Cecil Road requesting that the existing controlled parking zone operational period change from 9am to 5pm, Monday to Saturday ~~to~~ 8am to 8pm, Monday to Sunday to help improve parking conditions during the evening and on Sundays.
- 3.2 After 5pm residents have complained to the Council that there is currently a lack of available parking and apparently due to parking mainly associated with residents living outside the zone such as those of Mitcham Road. This is causing problems in the area and residents are finding that they frequently are unable to park close to their home due to space being occupied by non-permit vehicles after 5pm when the parking controls end and on Sundays.
- 3.3 Surveys have confirmed that parking stress is higher after 5pm and on Sundays when parking is free and this appears to be mainly due to residents in the local area taking advantage of this free parking.
- 3.4 In May 2019, 216 sets of consultation documents which comprised of a letter, explaining the reasons for the consultation, a plan of the consultation area, a Frequently Asked Questions factsheet and a questionnaire were sent to addresses within the existing CPZ area. A total of 82 questionnaires were returned, representing a 38% response rate which is considered a good response for an informal consultation exercise of this type.
- 3.5 The table below shows in detail the road by road responses to both Questions 1 and 2 as part of the informal consultation.

Street Name		Are you in favour of change of hours in the existing CPZ?			
		Yes - change the hours Mon-Sun 8am-8pm		No – keep the existing arrangement	
	No. of responses				
Cecil Road	63	48	76%	15	24%
Aurelia Road (Mitcham Road to Lavender Road)	19	8	42%	11	58%
TOTAL	82	56	69%	26	31%

- 3.6 Overall, the majority of respondents 56 (69%) indicated that they were in favour of the change of hours. 26 (31%) did not support the change of hours to Monday to Sunday 8am to 8pm.
- 3.7 Due to the positive response to the informal consultation it was agreed at the Traffic Management Advisory Committee on 24 July 2019 to undertake formal consultation with a view to consider the change of operational parking hours in the West Thornton CPZ subject to outcome of the formal consultation. It is worth pointing out that although the respondents from Aurelia Road were not in favour of changes to the current zone it would be impractical to split such a small zone without the result of driver confusion and increased parking stress in Aurelia Road outside the 9am to 5pm, Monday to Saturday period.

4 STATUTORY CONSULTATION

- 4.1 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.
- 4.2 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.
- 4.3 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 following the giving of public notice will be considered by the Executive Director of Place and may be referred to the Traffic Management Advisory Committee if the Executive Director in consultation with the Cabinet Member for Transport and Environment considers it appropriate for any other reason.

5 OBJECTIONS AND RESPONSES

- 5.1 A total of 7 objections and one petition of objection has been received from residents in the Cecil Road area. The objections are listed below with the officer responses following.

Objection 1

- 5.2 An objection from a resident of Cecil Road was raised on the grounds that:
- Current restrictions are serving its purpose.
 - There are enough parking spaces available every day so there is no need to increase the hours of operation.

Objection 2

- 5.3 An objection from a resident of Aurelia Road was raised on the grounds that:
- Currently after 5pm there are always parking spaces available
 - Aurelia Road and Cecil Road are residential roads and do not require longer parking controls.

Objection 3

- 5.4 An objection from a resident of Cecil Road was raised on the grounds that:
- I vote against it because my daughter helps me with house chores and needs to park her car.

Objection 4

- 5.5 An objection from a resident of Cecil Road was raised on the grounds that:
- The rent and council tax we pay is high enough, so to pay after 5pm will make it difficult for us.

Objection 5

- 5.6 An objection from a resident of Lavender Road has been raised on the grounds that:
- Parking has not been a problem since parking restrictions was introduced in Aurelia Road and Cecil Road.
 - The new proposal will make it impossible for myself and family to park outside my own home.

Objection 6

- 5.7 An objection from a resident of Lavender Road was made on the grounds that:
- I object to 8am to 8pm Monday to Sunday parking controls because more cars will park in my road.
 - Visitors will have to pay after 5pm.
 - Changing the times will not resolve the parking issues in Cecil Road.

Objection 7

- 5.8 The seventh objection from a resident within the zone was on the grounds that:
- This is extremely prohibitive to visitors.
 - The existing parking controls are already working and no need to change the operational hours.

5.9 Petition of objection

A petition was received from local residents including those that live in neighbouring roads and do not live in the West Thornton CPZ.

The petition was signed by a total of 55 local area residents objecting to changing the hours of operation to 8am to 8pm Monday to Sunday and to keep the existing

arrangements of Monday to Saturday 9am to 5pm. 24 signatures being from neighbouring roads.

5.10 **Responses**

Residents and businesses were given two controlled parking options when the informal consultation was carried out. These were to keep the existing parking controls of 9am to 5pm Monday to Saturday, or change it to 8am to 8pm Monday to Sunday (matching controls currently in place and being extended on the east side of Thornton Road). The responses showed that the majority (69%) of respondents supported Monday to Sunday 8am to 8pm, as opposed to 31% who supported the existing parking controls Monday to Saturday 9am to 5pm to remain.

- 5.11 The current parking controls within the existing CPZ are having positive effects during the hours of operation. However when residents return home from work after 5pm when parking is free, they struggle to find a parking space. The petition was signed by 146 residents from 140 households (of the 215 households) within the CPZ have signed for parking controls to be changed to Monday to Sunday 8am to 8pm, to help alleviate parking issues for residents in the evenings and on Sundays. Surveys have confirmed that there is parking stress in the West Thornton CPZ during the evening and on Sundays with over 90% occupied parking bays.

- 5.12 A controlled parking zone is introduced to help local residents with parking issues. The current annual £80 charge for the first resident permit within a household (increasing to £104 from October 2019 with emission based permits for the majority of cars emitting between 76 and 166 g/km) equates to £1.54 per week for parking. However, if residents within the controlled parking zone do not wish to pay for a parking permit then they must either pay by phone or seek alternative parking during the controlled hours.

- 5.13 Council Tax income does not contribute towards parking controls, parking income can only be used for transport related Council expenditure such as the concessionary fare system (Freedom pass). The police are funded by central government with a contribution from Council Tax and this is a legal requirement over which the Council has no control.

- 5.14 Lavender Road being a neighbouring road to Aurelia Road and Cecil Road was included in the informal consultation when the Council proposed to introduce a new controlled parking zone. However, Lavender Road had a low response rate and those that did respond opposed to be included in the new controlled parking zone.

5.15 **Support for the Proposal**

With a petition from 146 residents from 140 households (of the 215 households within the CPZ) requesting to change the parking controls in the area to Monday to Sunday 8am to 8pm, and during the consultation two emails were received from residents of Cecil Road expressing support for the scheme. The messages stated that:

- There are limited spaces available for the Cecil Road residents after 5pm as that is a common time working people return.
- When will the new parking hours be implemented?

5.16 Recommendation

Site surveys were conducted during the week by Council officers observing parking stress after 5pm in Aurelia Road and Cecil Road, with limited vacant spaces after the controls had ended at 5pm. In view of the site visits conducted by Council officers and a majority of support for the change of operational parking hours, with the low number of objections (relative to the number of occupiers in this area) and the responses to those objections given above, it is recommended to proceed with the scheme as proposed and shown in drawing No. PD-396 as it will ensure the provision of suitable and adequate parking facilities.

6. FINANCIAL CONSIDERATIONS

The required capital expenditure will be funded via an allocation within the TfL LIP grant funding allocated to Croydon for 2019/20. Total funding of £75k is included for controlled parking schemes in 2019/20 with £57k remaining. 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 would be funding of £2k remaining in 2019/20.

7.1 Revenue and Capital consequences of report recommendations

	Current Financial Year	M.T.F.S – 3 year Forecast		
	2019/20	2020/21	2021/22	2022/23
	£'000	£'000	£'000	£'000
<u>Revenue Budget</u>				
available				
Expenditure	0	0	0	0
Income	0	0	0	0
<u>Capital Budget</u>				
available				
Expenditure	57	0	0	0
<u>Effect of Decision</u>				
<u>from report</u>				
Expenditure	3	0	0	0
Remaining Budget	<hr/> 54	<hr/> 0	<hr/> 0	<hr/> 0

7.2 The effect of the decision

7.2.1 The cost of amending the West Thornton CPZ has been estimated at £3,400. This includes the supply and installation of signs, lines, and amendments to the Pay by Phone system and a contribution towards the legal costs.

7.2.2 These costs can be contained within the available TfL LIP budget for 2019/20.

7.2.3 The ongoing costs of maintaining the controlled parking will be managed within existing revenue budgets.

8.3 Risks

- 8.3.1 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

9.4 Options

- 9.4.1 An alternative option is to retain the existing 9am to 5pm, Monday to Saturday controls and to monitor parking and complaints for future review. However, the results from the informal consultation indicate that the majority of residents want action to help improve parking conditions during the evening and on Sundays.

10.5 Savings/ future efficiencies

- 10.5.1 If longer parking controls are introduced future income will be generated from Pay-By Phone 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.

Approved by: F Wright, Head of Finance (Place)

11 COMMENTS OF COUNCIL SOLICITOR AND MONITORING OFFICER

- 11.1 The Head of Litigation and Corporate Law comments on behalf of the Director of Law and Governance that Sections 6, 45, 46, 47, 49, 124 and Part IV of Schedule 9 of the Road Traffic Regulation Act 1984 (RTRA) provides the Council with the power to implement the changes proposed in this report. This legislation gives a local authority the power to make Traffic Management Orders (TMO) to control parking by designating on-street parking places, charging for their use and imposing waiting and loading restrictions on vehicles of all or certain classes at all times or otherwise.
- 11.2 In making such Orders, the Council must follow the procedures set out at Schedule 9, Part III of the Road Traffic Regulation Act 1984 and detailed in the Local Authorities Traffic Orders (Procedure)(England and Wales) Regulations 1996 (the 1996 Regulations). The said Regulations, prescribe inter alia, specific publication, consultation and notification requirements that must be strictly observed. It is incumbent on the Council to take account of any representations made during the consultation stage and any material objections received to the making of the Order, must be reported back to the decision maker before the Order is made.
- 11.3 By virtue of section 122 of the RTRA, the Council must exercise its powers under that Act so as to secure the expeditious, convenient and safe movement of vehicular and other traffic including pedestrians, and the provision of suitable and adequate parking facilities on and off the highway. These powers must be exercised so far as practicable having regard to the following matters:-
- The desirability of securing and maintaining reasonable access to premises.
 - The effect on the amenities of any locality affected including the regulation and restriction of heavy commercial traffic so as to preserve or improve amenity.
 - The national air quality strategy.

- The importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles.
 - Any other matters appearing to the Council to be relevant.
- 11.4 The Council must have proper regard to the matters set out at s 122(1) and (2) and specifically document its analysis of all relevant section 122 considerations when reaching any decision.

Approved by: Sandra Herbert, Head of Litigation and Corporate law on behalf of the Director of Law and Governance and Deputy Monitoring Officer.

12. HUMAN RESOURCES IMPACT

- 12.1 Extending the operational parking hours in the existing controlled parking zone will require increased enforcement duties by the Civil Enforcement Officers. It is anticipated that this additional enforcement can be undertaken using existing resources.

Approved by: Jennifer Sankar, Head of Human Resources.

13. EQUALITIES IMPACT

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

14. ENVIRONMENTAL IMPACT

- 14.1 Evidence from nearby roads where controls have recently been introduced has shown that reducing the density of parking, especially during the daytime, has resulted in far easier street cleaning and therefore a general improvement in the environment.

15. CRIME AND DISORDER REDUCTION IMPACT

- 15.1 Waiting restrictions at junctions are normally placed at a minimum of 10 metres from the junction, which is the distance up to which the Police can place Fixed Penalty Charge Notices to offending vehicles regardless of any restrictions on the ground.

16. REASONS FOR RECOMMENDATIONS

- 16.1 The recommendation is to extend the controlled parking hours in the Cecil Road area since a majority of respondents in this area voted in favour of longer parking controls.

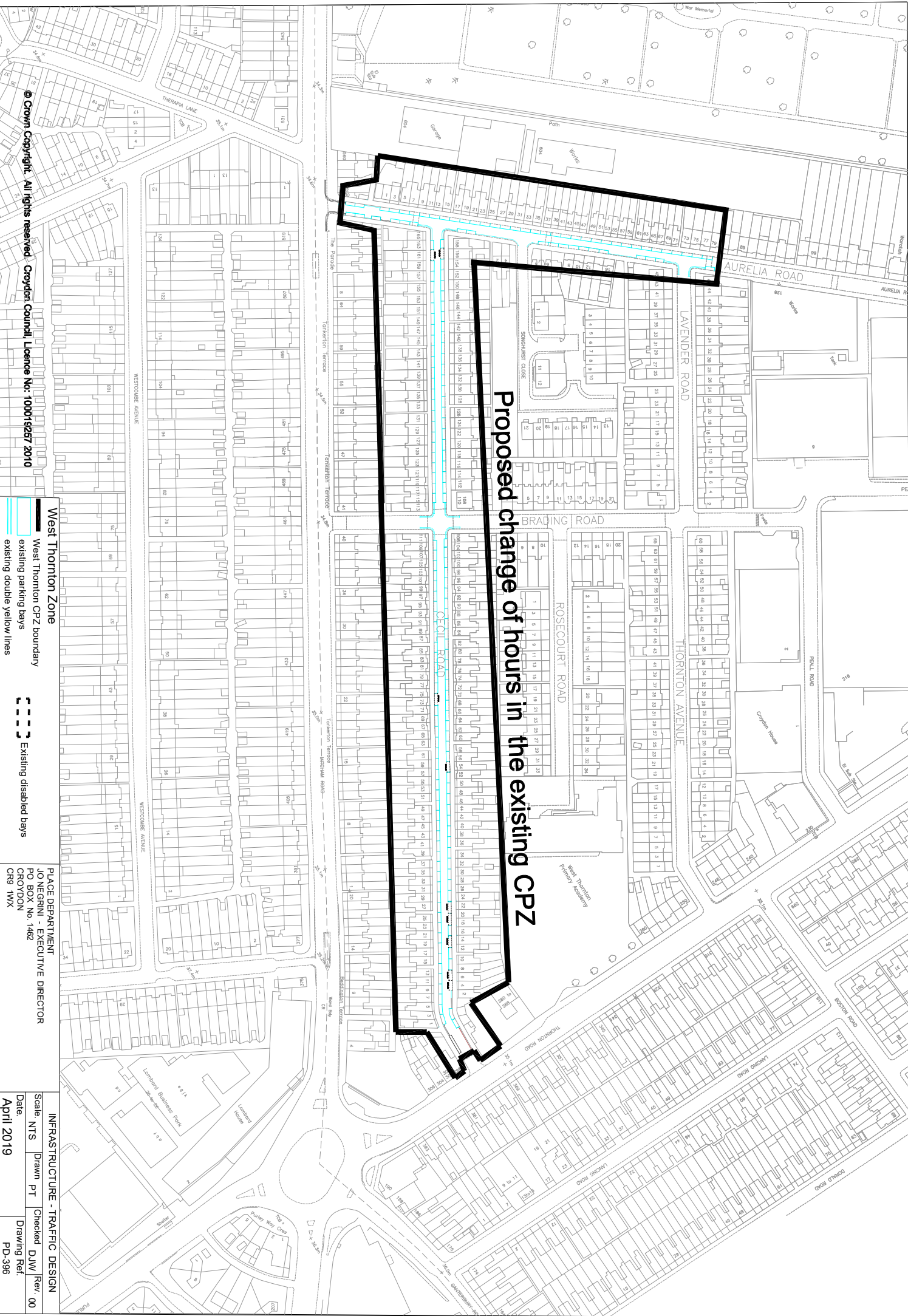
17. OPTIONS CONSIDERED AND REJECTED

- 17.1 An alternative option is not to change the operational parking hours in the CPZ. This could have a detrimental effect on residents returning home from work after 5pm and would continue to suffer with parking issues.

REPORT AUTHOR	Paul Tarrant, Traffic Engineer, Parking Design, High Improvements, Streets, 020 8726 6000 (Ext. 88256)
CONTACT OFFICER:	David Wakeling, Parking Design Manager Parking Design, High Improvements, Streets, 020 8726 6000 (Ext. 88229)
BACKGROUND DOCUMENTS	None

This page is intentionally left blank

Proposed change of hours in the existing CPZ



This page is intentionally left blank

REPORT TO:	TRAFFIC MANAGEMENT ADVISORY COMMITTEE 16 OCTOBER 2019
SUBJECT:	DUNHEVED ROADS AREA – RESULTS OF INFORMAL CONSULTATION ON THE PROPOSED HOURS OF AN EXTENSION TO THE EXISTING CONTROLLED PARKING ZONE (CPZ)
LEAD OFFICER:	Shifa Mustafa, Executive Director of Place
CABINET MEMBER:	Councillor Stuart King, Acting Cabinet Member for Environment, Transport and Regeneration (job share)
WARDS:	West Thornton
CORPORATE PRIORITY/POLICY CONTEXT: This report is in accordance with objectives to improve the safety and reduce obstructive parking on the Borough's roads as detailed in: <ul style="list-style-type: none"> • Croydon Local Plan Feb 2018 • The Local Implementation Plan; 3.6 Croydon Transport policies • Croydon's Community Strategy; Priority Areas 1, 3, 4 and 6 • The Croydon Plan 2nd Deposit; T4, T7, T35, T36, T42 and T43. • Croydon Corporate Plan 2015 – 18 • www.croydonobservatory.org/strategies/ 	
FINANCIAL IMPACT: These proposals can be contained within the available budget.	
FORWARD PLAN KEY DECISION REFERENCE NO.: n/a	
1. RECOMMENDATIONS That the Traffic Management Advisory Committee recommend to the Acting Cabinet Member for Environment, Transport and Regeneration (job share) that they:- <ol style="list-style-type: none"> 1.1 Consider the responses received to the informal consultation on the proposed hours of operation of new parking controls in Dunheved Roads North, West and South, Dunheved Close and Sharland Close. 1.2 Agree for the reasons detailed in this report, to proceed with formal consultation on extending the North Permit Zone into this area with 9am to 5pm, Monday to Saturday controls. 1.3 If formal consultation is agreed, delegate to the Highway Improvement Manager, Public Realm Directorate the authority to give the notice. 1.4 Agree that the results of the formal consultation are either to be reported to this Committee in order for it to make appropriate Recommendations to the Cabinet Member for Environment, Transport and Regeneration or through a delegated authorisation report to the Director of Place. 	

2 EXECUTIVE SUMMARY

- 2.1 This report considers the results of the informal consultation on the proposed hours of operation of new parking controls in the Dunheved Roads area as part of an extension to the North Permit Zone.
- 2.2 It is recommended that the Council proceeds to the formal consultation stage to introduce 9am to 5pm, Monday to Saturday controls into Dunheved Roads North, West and South, Dunheved Close and Sharland Close with shared-use Permit / Pay by Phone bays.
- 2.3 On 16 September 2019 and pursuant to the delegation from the Leader dated 6 June 2016, the Executive Director Place, following consultation with the Cabinet Member for Environment, Transport and Regeneration (job share) determined that it was appropriate to refer consideration of the matters detailed paragraph 1.2 above to the Traffic Management Advisory Committee for onward recommendation and determination to the Cabinet Member for Environment, Transport and Regeneration (job share).

3 DETAIL

- 3.1 A petition was received from the Croydon Mosque as part of the formal consultation process for the introduction of 8am to 8pm, Monday to Sunday parking controls in the Dunheved Roads area requesting that the times should be amended to 9am to 5pm, Monday to Saturday. This followed a concern from the mosque that the longer controls would adversely affect activities that mainly take place during the evenings and at weekends. A Ward Councillor and Council Officer met with the mosque on 24 June 2019 to discuss their concerns and find a potential solution.
- 3.2 The Dunheved Roads area formed part of the proposed Keston Road area extension of the North Permit Zone with 8am to 8pm, Monday to Sunday controls matching existing controls in the nearby Sutherland Road area. Occupiers in this area were consulted in the summer of 2018 and although the majority in the area voted for 8am to 8pm controls it was less clear in the Dunheved Roads area.
- 3.3 In July 2019, 279 sets of consultation documents which comprised of a letter, explaining the reasons for the consultation, a Frequently Asked Questions factsheet and a questionnaire were sent to occupiers in Dunheved Roads North, West, South and Close and Sharland Close. A total of 47 questionnaires were returned, representing a 17% response rate. Although this is a lower response rate than usual for an exercise of this type there are reasons for this. There are a large number of HMOs (houses of multiple occupation) where residents are not living on a long term basis and therefore less likely to be affected by parking issues. The blocks of flats in the centre of this area all have adequate off-street parking and residents are therefore less likely to be concerned by on-street parking issues and a high proportion of the single dwellings which have off-street parking residents of which may also not be affected by the on-street parking situation.

3.4 The table below shows in detail the responses from the returned questionnaire.

Name	No. of households	No. of responses (% response)	Mon - Sat, 9am - 5pm (%)	Mon - Sun, 8am - 8pm (%)
Dunheved Rd North	83	7 (8%)	4 (57%)	3 (43%)
Dunheved Rd West	48	13 (27%)	11 (85%)	2 (15%)
Dunheved Rd South	76	15 (20%)	15 (100%)	0 (0%)
Dunheved Close	27	10 (37%)	7 (70%)	3 (30%)
Sharland Close	45	2 (4%)	1 (50%)	1 (50%)
TOTAL	279	47 (17%)	38 (81%)	9 (19%)

3.5 Overall, the majority of respondents 38 (81%) indicated that they were in favour of Monday to Saturday, 9am to 5pm controls.

3.6 The comments made by residents on the questionnaire included:

- 30 minutes free parking required – 20 responses.
- Preference for Monday to Friday controls or none at all – 3 responses.
- Low or no charge for first permit issued at a household.
- Preference of 8am to 8pm controls due to driveway obstruction issues.
- Preference of 8am to 8pm controls if surrounding streets will have them.
- Customers of the Great Western Hotel park on street when they have their own car park.
- Request for 8.30am to 6.30pm controls.
- Residents should not be charged to park outside their own homes.
- Controls are not needed in this area.
- Current parking causes a problem in Dunheved Close due to damage to fences – controls will help reduce this.
- Residents in Dunheved Close voted against controls and the option of no controls should have been included in this consultation.
- Hospital staff are charged too much to park on their grounds which is the main cause of the parking problems in surrounding roads.
- This is a money making exercise for the Council.
- Visitors should not need to pay for parking.
- Permit parking only outside the 8am to 8pm preferred controls due to the Mosque.
- Controls should help reduce litter on the streets.

3.7 There were a number of comments that 30 minute free parking should be introduced in this area. Currently 30 minute free parking is available for the on street Pay & Display bays along the London Road south of Mayday Road to boost trade for the businesses. Similar parking bays are present in district centres where there is a high turn-over of parking to help smaller businesses. This type of parking is not available in residential streets as this could reduce the available parking for permit holders. Also 30 minutes free parking is via obtaining a Pay & Display ticket. No machines are proposed for this area and non-permit holders would be required to purchase time via the Pay by Phone RingGo app. RingGo apply a charge for each phone transaction which is currently funded by the Council. Due to the above points and fact there are currently no free parking available in Permit / Pay for areas, it is recommended not to incorporate a free parking period in this area.

- 3.8 The purpose of the consultation was to determine the preferred hours of operation and it is clear from the responses that the majority have voted for 9am to 5pm, Monday to Saturday controls matching the current controls in the North Permit Zone mainly on the east side of London Road.
- 3.9 Leaving this area without any controls would not be a recommended option due to the fact controls are (or will shortly be) in place in all the surrounding roads – demand in parking would otherwise increase with a likelihood of more complaints concerning obstructive parking from residents. Croydon University Hospital site is directly opposite this area which adds to the parking stress due to both workers and visitors attempting to find parking spaces in the vicinity. For all of the above reasons it is proposed to introduce Monday to Saturday, 9am to 5pm parking controls in this area with a combination of parking bays and yellow line waiting restrictions in between.

4 STATUTORY CONSULTATION

- 4.1 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.
- 4.2 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.
- 4.3 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 following the giving of public notice will be considered by the Executive Director of Place and may be referred to the Traffic Management Advisory Committee if the Executive Director in consultation with the Cabinet Member for Transport and Environment considers it appropriate for any other reason.

5 FINANCIAL CONSIDERATIONS

The required capital expenditure will be funded via an allocation within the TfL LIP grant funding allocated to Croydon for 2019/20. Total funding of £75k is included for controlled parking schemes in 2019/20 with £57k remaining. 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 would be funding of £2k remaining in 2019/20.

5.1 Revenue and Capital consequences of report recommendations

	Current Financial Year	M.T.F.S – 3 year Forecast		
	2019/20	2020/21	2021/22	2022/23
The effect of the decision	£'000	£'000	£'000	£'000
<u>Revenue Budget</u>				
available				
Expenditure	0	0	0	0
Income	0	0	0	0
<u>Capital Budget</u>				
available				
Expenditure	57	0	0	0
<u>Effect of Decision</u>				
<u>from report</u>				
Expenditure	28	0	0	0
Remaining Budget	29	0	0	0

5.2 The effect of the decision

- 5.2.1 The cost of introducing parking controls in the Dunheved Roads area has been estimated at £28,000. This includes the supply and installation of signs, lines, the introduction of the Pay by Phone system and a contribution towards the legal costs.
- 5.2.2 These costs can be contained within the available capital budgets for 2019/20.

5.3 Risks

- 5.3.1 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.

5.4 Options

- 5.4.1 The alternative option would be 8am to 8pm, Monday to Sunday controls, but this was rejected by the majority of occupiers in the Dunheved Roads area.

5.5 Savings/ future efficiencies

- 5.5.1 Introducing parking controls in this area would result in income from permits, Pay by Phone payments and from Penalty Charge Notices.

Approved by: F Wright, Head of Finance (Place)

6. COMMENTS OF COUNCIL SOLICITOR AND MONITORING OFFICER

- 6.1 The Head of Litigation and Corporate Law comments on behalf of the Director of Law and Governance that Sections 6, 45, 46, 47, 49, 124 and Part IV of Schedule 9 of the Road Traffic Regulation Act 1984 (RTRA) provides the Council with the power to

implement the changes proposed in this report. This legislation gives a local authority the power to make Traffic Management Orders (TMO) to control parking by designating on-street parking places, charging for their use and imposing waiting and loading restrictions on vehicles of all or certain classes at all times or otherwise.

- 6.2 In making such Orders, the Council must follow the procedures set out at Schedule 9, Part III of the Road Traffic Regulation Act 1984 and detailed in the Local Authorities Traffic Orders (Procedure)(England and Wales) Regulations 1996 (the 1996 Regulations). The said Regulations, prescribe inter alia, specific publication, consultation and notification requirements that must be strictly observed. It is incumbent on the Council to take account of any representations made during the consultation stage and any material objections received to the making of the Order, must be reported back to the decision maker before the Order is made.
- 6.3 By virtue of section 122 of the RTRA, the Council must exercise its powers under that Act so as to secure the expeditious, convenient and safe movement of vehicular and other traffic including pedestrians, and the provision of suitable and adequate parking facilities on and off the highway. These powers must be exercised so far as practicable having regard to the following matters:-
- The desirability of securing and maintaining reasonable access to premises.
 - The effect on the amenities of any locality affected including the regulation and restriction of heavy commercial traffic so as to preserve or improve amenity.
 - The national air quality strategy.
 - The importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles.
 - Any other matters appearing to the Council to be relevant.
- 6.4 The Council must have proper regard to the matters set out at s 122(1) and (2) and specifically document its analysis of all relevant section 122 considerations when reaching any decision.

Approved by: Sandra Herbert, Head of Litigation and Corporate law on behalf of the Director of Law and Governance and Deputy Monitoring Officer.

7. HUMAN RESOURCES IMPACT

- 7.1 Enforcement of extended parking controls will require increased enforcement duties by Civil Enforcement Officers. It is anticipated that this additional enforcement can be undertaken using existing resources.

Approved by: Jennifer Sankar, Head of Human Resources.

8. CUSTOMER IMPACT

- 8.1 The introduction of the proposed restriction hours in the Dunheved Roads area is proposed in response to support from local residents following the consultation.
- 8.2 Occupiers of all residential and business premises in the area were consulted to ensure that all those directly affected by the proposals were given the opportunity to give their views.

- 8.3 There will be an opportunity at the formal consultation stage for members of the public to comment or object to the proposals and any material objections will be responded to in a report which may be considered by this committee.

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. Specific equalities issues which may be raised as part of the formal consultation will be referenced within the officers' response to those objections within the body of a future report.

10. ENVIRONMENTAL IMPACT

- 10.1 The introduction of parking controls in the Dunheved Roads area should result in far easier street cleaning and a general improvement in the environment in these roads. The installation of posts will be minimised as far as practicable to reduce the impact of the parking scheme on the street scene.

11. CRIME AND DISORDER REDUCTION IMPACT

- 11.1 Patrols by Civil Enforcement Officers in this area should have a positive effect on reducing crime levels.

12. REASONS FOR RECOMMENDATIONS

- 12.1 The recommendations are to introduce Monday to Saturday, 9am to 5pm to Monday to controls as requested by a majority of respondents in this area.

13. OPTIONS CONSIDERED AND REJECTED

- 13.1 Alternative option would be to introduce 8am to 8pm controls (rejected by the majority of occupiers in this area) or leave the area unrestricted. Controls are being introduced in all surrounding roads from 14 October 2019 and to leave this area unrestricted will have the result of increasing parking stress for residents and for those visiting the Croydon Mosque.

REPORT AUTHOR / CONTACT OFFICER:

David Wakeling, Parking Design Manager,
Parking Design, High Improvements, Streets, 020
8726 6000 (Ext. 88229)

BACKGROUND DOCUMENTS

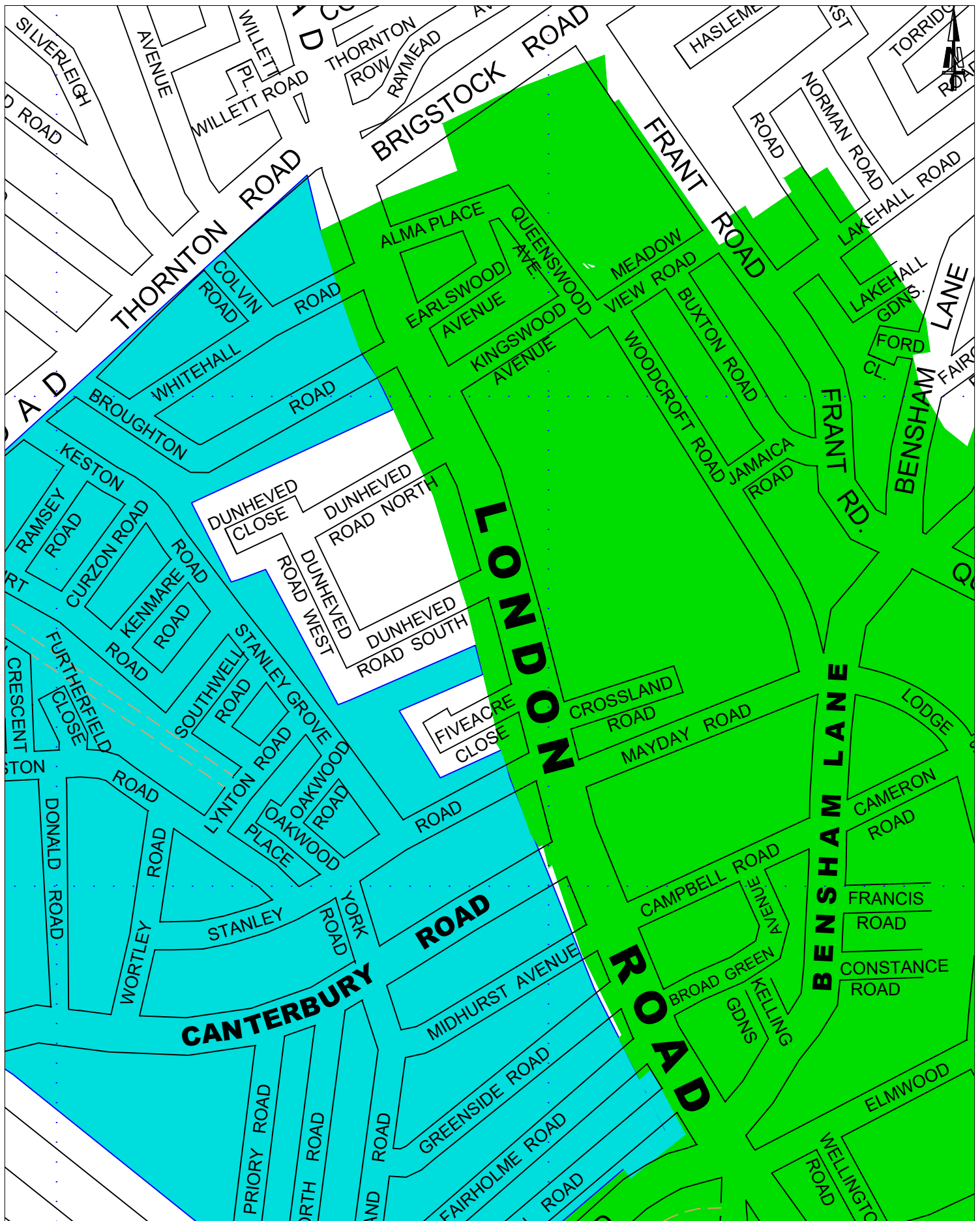
None

This page is intentionally left blank

N2 & N Permit Zone

N2 8am to 8pm Monday – Sunday 

N 9am to 5pm Monday – Friday 



This page is intentionally left blank

Place Department
Highway Improvements
Parking Design
6th Floor, Zone C
Bernard Weatherill House
Croydon
CR0 1EA
Tel/Typetalk: 020 8726 6000
Minicom: 020 8760 5797

The Occupier

**Dunheved Roads North, South,
West and Close and Sharland Close**

Contact: Parking Design
Parking.Design@croydon.gov.uk
Tel: 020 8726 7100
Our Ref: PD/CS/369

Date: **12 July 2019**

Dear Occupier,

Proposed Extension of a Controlled Parking Zone into Dunheved Roads, North, South, West and Close and Sharland Close

I am writing with respect of the proposal to extend parking controls into the Dunheved Roads area following the public notice which was published in March and the subsequent Traffic Management Advisory Committee meeting that took place on 2 May 2019.

The committee agreed to extend parking controls in the Keston Road area which included the Dunheved Roads area and work to introduce parking bays, signs and yellow lines will commence over the coming few weeks. The controls in this area are to operate between 8am and 8pm, Monday to Sunday representing the majority choice of those that responded to the informal consultation which took place in the summer of 2018.


However, in the Dunheved Roads area it was less clear on what residents want and due to this and the low response rate to the consultation that took place last summer, it has been agreed to re-consult occupiers in the area to determine whether 8am to 8pm, Monday to Sunday or 9am to 5pm, Monday to Saturday controls should be introduced, matching controls on roads surrounding Croydon University Hospital.

I would be grateful if you could send your preference on the time that the zone should operate by filling in the attached questionnaire. In order to help with your decision a Frequently Asked Questions sheet is enclosed.

Once completed, please return it in the enclosed pre-paid envelope by **Friday, 9 August 2019**. The results will be included in a delegated report to the Executive Director of Place and a decision made whether to proceed with 8am to 8pm, Monday to Sunday controls or 9am to 5pm, Monday to Saturday controls. It is proposed that any objections to the subsequent Public Notice will be reported to the next available Traffic Management Advisory Committee meeting scheduled to be held 16 October 2019.

Please do not hesitate to contact **Omar Tingling** on **020 8726 6000** or by email **omar.tingling@croydon.gov.uk** if you require further information or clarification on this proposal.

Yours faithfully,



David Wakeling

Parking Design Manager – Highway Improvements
cc: West Thornton Ward Councillor

This page is intentionally left blank

Controlled Parking Zone (CPZ) – Frequently Asked Questions

1. What is a Controlled Parking Zone?

This is an area where parking activities are controlled by waiting restrictions (yellow lines) and parking bays.

2. At what times will the restrictions apply?

The proposed scheme's days and hours of operation will be decided by this consultation and will either mirror those of the existing controls on roads surrounding the Croydon University Hospital (Monday to Saturday 9am – 5pm) or roads to the west of London Road which are currently Monday to Sunday 8am to 8pm.

3. Why am I being consulted?

It is unclear on the days and hours of operation of the proposed parking controls the residents in this area wish to have, as the results of the original consultation undertaken in this area a year ago were inconclusive and in any case the response rate was very low. This consultation gives residents the final say on the operational days and hours.

4. How long would I be able to park for during operational hours?

Permit holders and Disabled Blue Badge holders will be able to park for an unlimited period within parking bays, providing a valid permit/Blue Badge is displayed.

5. Who is eligible for parking permits?

Any business with a business address within the zone and any resident with a vehicle registered at an address (if planning conditions do not forbid the issuing of parking permits) within the zone would be eligible for a parking permit. Information on how to apply for a permit will be sent to all consultees in due course if it is decided to proceed with the scheme.

6. What about our visitors?

Visitors would only need to pay for parking during the hours of operation of the zone. During operational hours, visitors must pay via the cashless pay by phone RingGo system or purchase a Resident Visitor Permit (obtained via the resident they are visiting using the cashless RingGo system, usually at a lower rate, depending on the length of stay, than the normal daily tariff).

7. Why can't we have "resident only" parking?

The shared-use Permit / Pay by phone scheme proposed is more flexible, allowing visitors, including customers of local businesses and tradespeople, to park. The permit cost is subsidised by Pay by phone users. Existing shared-use schemes provide residents more opportunity to park during the hours of operation than unregulated parking as the majority of commuters are reluctant to pay for parking.

8. Is this not just a money making scheme?

It is a legal requirement that parking schemes are self-financed as no funding is available from Council Tax for these types of proposals. In outer areas, such as this proposed area, income levels are lower than town centre locations where parking demand is higher. Charges ensure that implementation and administration / enforcement costs can be covered within 5 to 10 years.

9. Please take note of the following information on the proposed changes to permit charges:

Permit charges are currently being reviewed and from **October 2019** are proposed to be based on vehicle emissions. Although the following charges for residents' permits have been agreed through the Council's Informal Cabinet Committee in March objections are to be responded to in a report to be considered by the Traffic Management Advisory Committee when they meet on 24 July 2019.

Cont. overleaf

This report will be available to view 5 working days prior to the scheduled meeting by using the following link www.croydon.gov.uk/democracy/dande/minutes.

The charges for residents' permits are proposed to be as follows:

Vehicle registration from March 2001	CO ₂ emission (g/km)	Proposed new charge
Band 1	< 1	£6.50
Band 2	1 – 75	£65
Band 3	76 – 165	£104
Band 4	166 – 225	£146
Band 5	> 225	£300
Before March 2001	n/a	£300

It is proposed that there will be a surcharge for the **second permit of £50**.

10. Where would parking bays and yellow lines be marked?

Parking bays would be marked on the carriageway in safe locations and away from junctions and dropped crossings. Yellow line waiting restrictions would be introduced at locations where parking would be hazardous or cause obstruction.

11. Can you guarantee me a parking space outside my house?

It is not possible to guarantee anyone a particular space on the public highway.

12. How can it be ensured that motorists parking in the zone park legitimately?

Civil Enforcement Officers (CEOs) will patrol the roads within the zone during the controlled hours. CEOs can issue a Penalty Charge Notice (parking ticket) to any vehicle that is parked in a manner that contravenes parking regulations e.g. parking on a yellow line or within a parking bay without displaying a valid permit / making payment for parking via the RingGo Pay by phone system.

13. Will I be able to park across my driveway?

Yes, but only outside the controlled hours. It is not possible to mark bays across driveways as this would legalise obstruction.

14. What if I do not support the introduction of controlled parking?

The decision to introduce parking controls was made by the Traffic Management Advisory Committee when they met on 17 October 2018 following informal consultation with residents in the summer of 2018. Objections to parking controls were considered at a meeting on 2 May 2019 and a decision made to extend the Controlled Parking Zone into this area. The purposed of this consultation is to determine the hours and days of operation.

15. What happens next?

The results of the consultation will be presented in a report to the Executive Director of Place to consider whether 9am to 5pm, Monday to Saturday or 8am to 8pm, Monday to Sunday controls should be introduced. It is proposed that all occupiers in this area will be written to with the result of the consultation and a Public Notice inviting comments and objections. Any objections to the subsequent public notice on the days and hours of operation will be included in a report to be considered by the Traffic Management Advisory Committee when they meet on 16 October 2019 at 6:30pm in the Town Hall, Katharine Street, Croydon. The report will be available to view 5 working days prior to the scheduled meeting by using the following link: www.croydon.gov.uk/democracy/dande/minutes.

Dunheved Roads Area Consultation – QUESTIONNAIRE

Please ensure you complete this questionnaire and return it in the attached pre-paid envelope to reach us by **Friday 9 August 2019**.

Name*:

Address*:

** Without this information your vote will not be counted. This information will be used only for the purpose of this consultation. We will only use responses from occupiers within the proposed area shown on the attached drawing – one response per household and returned using the official pre-paid envelope provided.*

Which option would you prefer for parking controls to be introduced in the Dunheved Roads area?

(Please choose **one** option only by putting an 'X' in the appropriate box).

1 Monday to Saturday ☐
 9.00am – 5.00pm

or

2 Monday to Sunday ☐
 8.00am – 8.00pm

If you have any other comments please use the box below

The results of the consultation will be presented in a report to be considered by the Executive Director of Place by early September 2019. Occupiers will be written to with the results and a public notice proposing the favoured hours of operation. Any objections to this proposal will be responded to in a report to be considered by the Traffic Management Advisory Committee when they meet on 16 October 2019 meeting in the Town Hall, Katharine Street, Croydon. The report will be available to view 7 days before this meeting using the following link:

<https://www.croydon.gov.uk/democracy/dande/minutes>

Please return using the pre-paid envelope provided

This page is intentionally left blank

REPORT TO:	TRAFFIC MANAGEMENT ADVISORY COMMITTEE 16 October 2019
SUBJECT:	KYNASTON ROAD AREA – OBJECTIONS TO THE PROPOSED EXTENSION OF THE CROYDON CPZ (N1 PERMIT AREA)
LEAD OFFICER:	Shifa Mustafa, Executive Director of Place
CABINET MEMBER:	Councillor Stuart King, Acting Cabinet Member for Environment, Transport and Regeneration (job share)
WARDS:	Bensham Manor
CORPORATE PRIORITY/POLICY CONTEXT: This report is in line with objectives to improve the safety and reduce obstructive parking on the Borough's roads as detailed in: <ul style="list-style-type: none"> • Croydon Local Plan Feb 2018 • The Local Implementation Plan; 3.6 Croydon Transport policies • Croydon's Community Strategy; Priority Areas 1, 3, 4 and 6 • The Croydon Plan 2nd Deposit; T4, T7, T35, T36, T42 and T43. • Croydon Corporate Plan 2015 – 18 • www.croydonobservatory.org/strategies/ 	
FINANCIAL IMPACT: These proposals can be contained within available budget.	
FORWARD PLAN KEY DECISION REFERENCE NO.: Not a Key Decision	
1. RECOMMENDATIONS That the Traffic Management Advisory Committee recommend to the Acting Cabinet Member for Environment, Transport and Regeneration (job share) that they: <ol style="list-style-type: none"> 1.1 Consider the objections to extending the existing Croydon Controlled Parking Zone (N1 Permit Areas) to Atlee Close, Kynaston Avenue, Kynaston Crescent, Kynaston Road (SE of Swain Road junction), Palmerston Road, Pitt Road and Sandringham Road with a combination of Shared-Use (Permit/Pay-by-phone) bays and single yellow lines operating 9am to 5pm, Monday to Saturday. 1.2 Agree for the reasons detailed in this report to extend the Croydon Controlled Parking Zone into the above roads as shown in drawing no. PD- 0402/1-3. 1.3 Inform the objectors and supporters of the above decision. 	

2. EXECUTIVE SUMMARY

- 2.1 The purpose of this report is to consider objections received from the public following the formal consultation process on a proposal to extend the existing Croydon Controlled Parking Zone (N1 Permit Areas) to Atlee Close, Kynaston Avenue, Kynaston Crescent, Kynaston Road (SE of Swain Road), Palmerston Road, Pitt Road and Sandringham Road with a combination of shared-use (permit/pay-by-phone) bays and single yellow lines operating 9am to 5pm, Monday to Saturday.
- 2.2 The outcome of the informal consultation was reported to this Committee at its meeting on 2nd May 2019, where it was agreed to proceed to a formal consultation on the making of Traffic Management Orders to introduce the proposed scheme.
- 2.3 On 23 April 2019 and pursuant to the delegation from the Leader dated 6 June 2016, the Executive Director Place, following consultation with the Cabinet Member for Environment, Transport and Regeneration (job share) determined that it was appropriate to refer consideration of the matters detailed paragraph 2.1 above to the Traffic Management Advisory Committee for onward recommendation and determination to the Cabinet Member for Environment, Transport and Regeneration (job share).

3. BACKGROUND

- 3.1 Following a petitions from Palmerston Road and Sandringham Road in February 2019 residents were consulted on a possible extension of the Croydon (North Permit Area) Controlled Parking Zone into the Bensham Manor Area which included Attlee Close, Haslemere Road, Penhurst Road, Norman Road, Torridge Road, Bensham Lane (north side), Lucerne Road, Berne Road, Geneva Road, Zermatt Road, Ecclesbourne Road, Boswell Road, Bensham Manor Road, Swain Road, Marion Road, Kynaston Avenue, Kynaston Road, Kynaston Crescent, Pitt Road, Sandringham Road and Sandringham Road.
- 3.2 On 2nd May 2019, following informal consultation, it was agreed to undertake formal consultation (minute 9/19 refers) regarding proposals to extend the zone into Atlee Close, Kynaston Avenue, Kynaston Crescent, Kynaston Road (SE of Swain Road), Palmerston Road, Pitt Road, and Sandringham Road following a positive response from an overall majority of respondents in these streets (see results table overleaf).

Table 3 – roads including part of Kynaston Road to be formally consulted

Street Name	No. of responses	Are you in favour of a CPZ?			
		Yes		No	
Attlee Close	7	3	42%	4	57%
Kynaston Avenue	36	23	64%	13	36%
Kynaston Crescent	11	7	63%	4	36%
Kynaston Road (SE of Swain Road)	13	8	61%	5	38%
Palmerston Road	10	10	100%	0	0%
Pitt Road	13	11	84%	2	15%
Sandringham Road	12	10	83%	2	16%
TOTAL	102	72	71%	30	29%

- 3.3 Following detailed design, occupiers in this area were formally consulted (public notice stage) on a proposal to introduce 9am to 5pm, Monday to Saturday parking controls. Residents/businesses within this area were written to in September 2019
- 3.4 With regards to operational hours, overall the majority of respondents supported copy of the relevant drawings and the public notice, and invited to submit objections to/comments on the scheme by 26th September 2019.

4. OBJECTIONS AND RESPONSES

- 4.1 A total of two objections have been received.

Objection 1

- 4.2 An objection from a resident of Kynaston Avenue was raised on the grounds that:
- The previous survey informal consultation survey with residents was flawed as it was not split into roads, which supported the scheme.
 - Will result in loss of parking space in front of driveway.

Objection 2

- 4.3 An objection from Kynaston Road resident objects to the scheme
- Mentioned (on phone) that the permit charge to too high with visitor permit costs as well
 - Lack of support for the scheme from the local residents

4.4 Responses

The controlled parking scheme is proposed to be introduced in an area where the overall majority supported its introduction. The level of off-street parking throughout the area varies from street to street but the majority of residents do not have a driveway or garage. However, a CPZ can benefit residents with off-street parking by

ensuring that their dropped kerb accesses are kept clear during the controlled hours and sightlines are not obstructed by parked vehicles. It also assists their visitors to park by ensuring on-street spaces are available. It is possible that the introduction of a CPZ will encourage residents not to apply for footway cross-over applications.

- 4.5 Residents who pay for a dropped kerb and also purchase a parking permit are paying for two different services – one to park off-street, one to park on-street. The income from parking permits is used for the maintenance, administration and enforcement of the parking scheme and is kept in a separate budget from dropped kerb payments, the income from which does not contribute to parking controls. It is considered appropriate to ask residents accessing the same services to pay the same charges for them, and in this case, the charge is for a permit to park within a CPZ, which applies to residents regardless of whether or not they also have access to off-street parking.

4.6 **Support for the Proposals**

Prior to the informal consultation petitions were received (from residents of Sandringham Road and Pitt Road) expressing a need for the introduction of a parking scheme. The messages stated that:

- Pitt Road suffers from commuter parking by staff working at the nearby shops.
- Since the introduction of permit parking on Pawson Road and Princess Road this has caused displacement of parking in the surrounding area. It has become impossible to find parking on Pitt Road and resulted in some residents parking obstructively to reserve parking spaces which exacerbates the problem.

4.7 **Recommendation**

In view of the majority support for the scheme, the low number of objections (relative to the number of occupiers in this area) and the responses to those objections given above, it is recommended to proceed with the scheme as proposed and shown in drawing No. PD-0402

5 **CONSULTATION**

- 5.1 The purpose of this report is to consider comments and objections from the public following the giving of public notice of the proposals. Once the notices were published, the public had up to 21 days to respond.
- 5.2 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 notices to lamp columns in the vicinity of the proposed schemes to inform as many people as possible of the proposals.
- 5.3 Organisations such as the Fire Brigade, the Cycling Council for Great Britain, The Pedestrian Association, Age UK and bus operators are consulted separately at the same time as the public notice. Other organisations are also consulted, depending on the relevance of the proposal. No comments were received from any of these organisations.

6 FINANCIAL CONSIDERATIONS

The required capital expenditure will be funded via an allocation within the TfL LIP grant funding allocated to Croydon for 2019/20. Total funding of £75k is included for controlled parking schemes in 2019/20 with £57k remaining. 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 would be funding of £2k remaining in 2019/20.

6.1 Revenue and Capital consequences of report recommendations

	Current Financial Year	M.T.F.S – 3 year Forecast		
	2019/20	2020/21	2021/22	2022/23
	£'000	£'000	£'000	£'000
<u>Revenue Budget</u>				
available				
Expenditure	0	0	0	0
Income	0	0	0	0
<u>Capital Budget</u>				
available				
Expenditure	57	0	0	0
<u>Effect of Decision</u>				
<u>from report</u>				
Expenditure	18	0	0	0
Remaining Budget	39	0	0	0

6.2 The effect of the decision

6.2.1 The cost of introducing controlled parking into the Bensham Manor area has been estimated at £18,000. This includes the supply and installation of signs, lines and a contribution towards the legal costs.

6.2.2 These costs can be contained within the available capital budgets for 2019/20.

6.3 Risks

6.3.1 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.

6.4 Options

6.4.1 An alternative option is to introduce a Residents Only parking scheme. Virtually all permit schemes in the Borough are shared-use with Pay & Display users and this offers the greatest flexibility for drivers who may be visitors to residents and businesses in the area or the minority of commuters who are willing to pay for all day parking.

6.5 Savings/ future efficiencies

- 6.5.1 If controlled parking is introduced future income will be generated from paid for parking (Pay by Phone), together with enforcement of these controls through the issue of Penalty Charge Notices. CPZ schemes have typically been proven to be self-financing usually within 4 years of introduction.

Approved by: F Wright, Head of Finance (Place)

7. COMMENTS OF COUNCIL SOLICITOR AND MONITORING OFFICER

- 7.1 The Head of Litigation and Corporate Law comments on behalf of the Director of Law and Governance Sections 6, 45, 46, 47, 49, 124 and Part IV of Schedule 9 of the Road Traffic Regulation Act 1984 (RTRA) provides the Council with the power to implement the changes proposed in this report. This legislation gives a local authority the power to make Traffic Management Orders (TMO) to control parking by designating on-street parking places, charging for their use and imposing waiting and loading restrictions on vehicles of all or certain classes at all times or otherwise.
- 7.2 In making such Orders, the Council must follow the procedures set out at Schedule 9, Part III of the Road Traffic Regulation Act 1984 and detailed in the Local Authorities Traffic Orders (Procedure)(England and Wales) Regulations 1996 (the 1996 Regulations). The said Regulations, prescribe inter alia, specific publication, consultation and notification requirements that must be strictly observed. It is incumbent on the Council to take account of any representations made during the consultation stage and any material objections received to the making of the Order, must be reported back to the decision maker before the Order is made.
- 7.3 By virtue of section 122 of the RTRA, the Council must exercise its powers under that Act so as to secure the expeditious, convenient and safe movement of vehicular and other traffic including pedestrians, and the provision of suitable and adequate parking facilities on and off the highway. These powers must be exercised so far as practicable having regard to the following matters:-
- The desirability of securing and maintaining reasonable access to premises.
 - The effect on the amenities of any locality affected including the regulation and restriction of heavy commercial traffic so as to preserve or improve amenity.
 - The national air quality strategy.
 - The importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles.
 - Any other matters appearing to the Council to be relevant.
- 7.4 The Council must have proper regard to the matters set out at s 122(1) and (2) and specifically document its analysis of all relevant section 122 considerations when reaching any decision. 6.5The Council needs to comply with the necessary requirements of the Local Authorities Traffic Order Procedure) (England and Wales) Regulations 1996 by giving the appropriate notices and receiving representations. Such representations must be considered before a final decision is made.

Approved by: Sandra Herbert, Head of Litigation and Corporate Law on behalf of the Director of Law and Governance and Deputy Monitoring Officer.

8. HUMAN RESOURCES IMPACT

- 8.1 Enforcement of new parking schemes will require increased enforcement duties by Civil Enforcement Officers. It is anticipated that this additional enforcement can be undertaken using existing resources.

Approved by: Jennifer Sankar, Head of Human Resources.

9. CUSTOMER IMPACT

- 9.1 The introduction of a new CPZ into Attlee Close, Kynaston Avenue, Kynaston Road (Kynaston Avenue to Sandringham Road), Sandringham Road & Palmerston Road is proposed in response to support from local residents for controlled parking.
- 9.2 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.

10. EQUALITIES IMPACT

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

11. ENVIRONMENTAL IMPACT

- 11.1 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.

12. CRIME AND DISORDER REDUCTION IMPACT

- 12.1 The fact that uniformed Civil Enforcement Officers will be regularly patrolling the area should have a deterrent effect on crime.

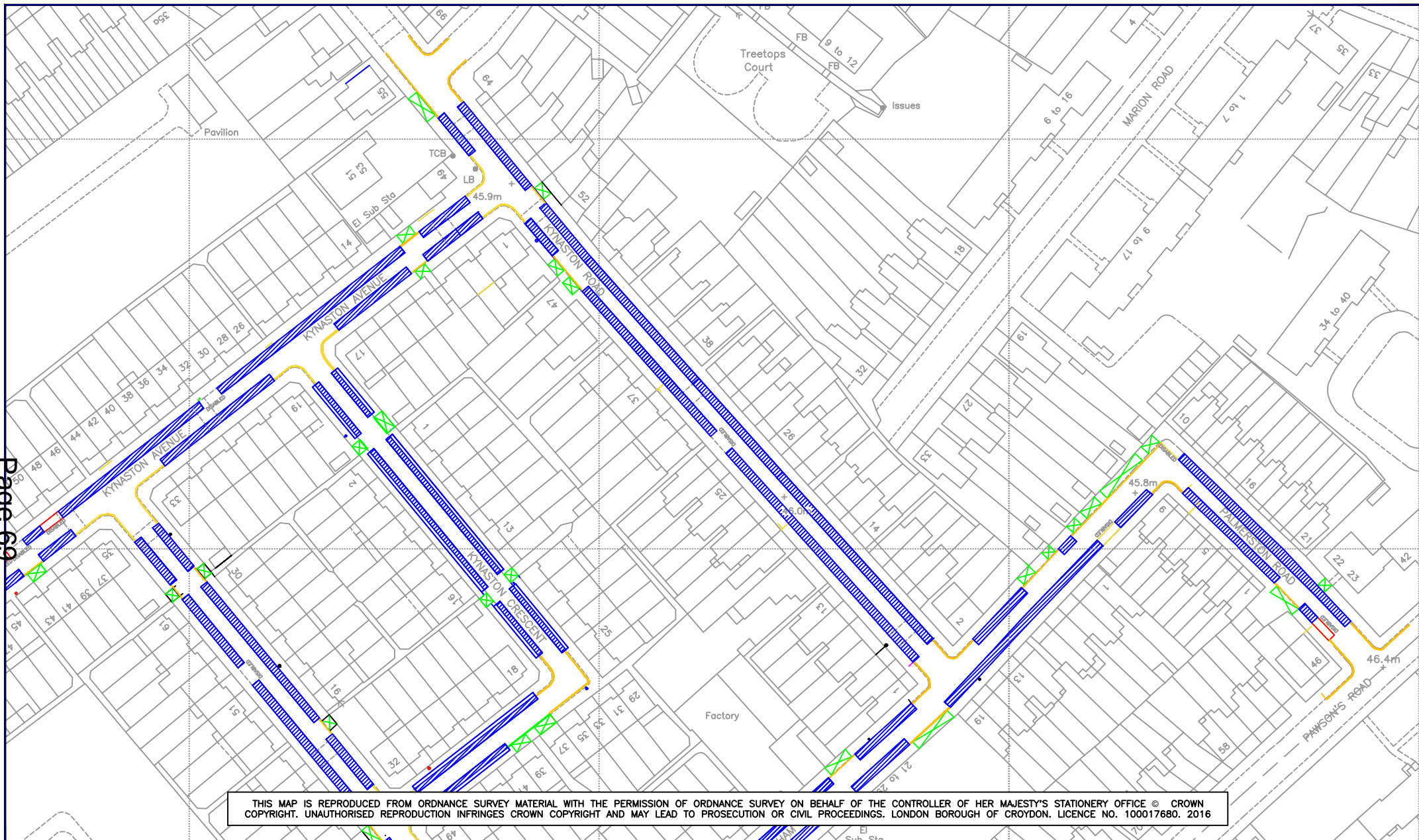
13. REASONS FOR RECOMMENDATIONS

- 13.1 The recommendations are to give notice of the proposal to introduce a new CPZ into the roads listed in paragraph 1.2 and subject to receiving no objections on the giving of the public notice to make the necessary Traffic Management Order. It is considered that parking controls would improve parking conditions for residents and visitors whilst improving safety and access.

14. OPTIONS CONSIDERED AND REJECTED

- 14.1 The alternative option would be not to proceed with publication of the public notice and formal consultation but this would not accord with the expressed preference of the majority of those who responded to this informal consultation.

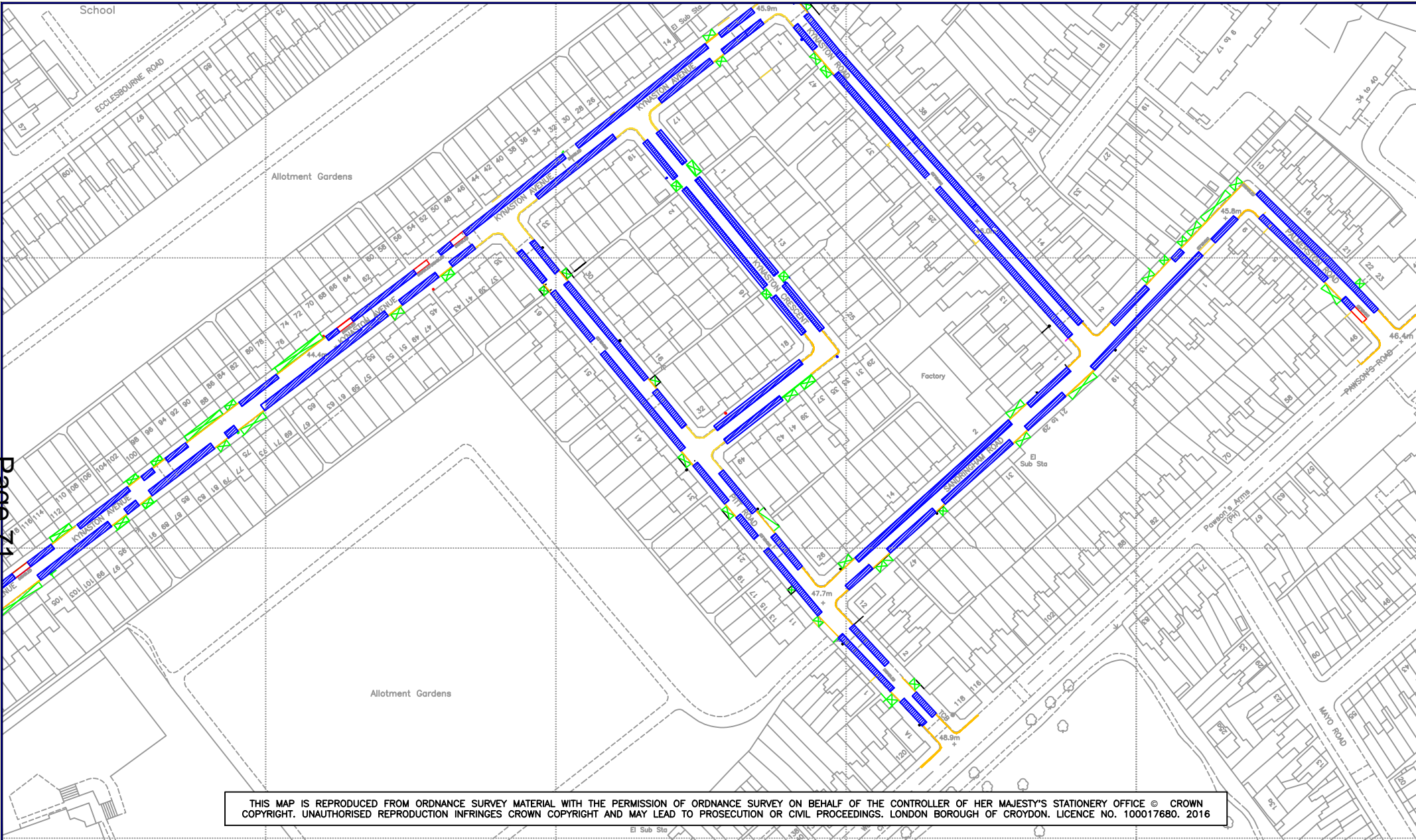
REPORT AUTHOR:	Harji Hirani – Traffic / Parking Engineer Highway Improvements, Parking Design 020 8726 7100 (Ext. 60165)
CONTACT OFFICER:	David Wakeling, Parking Design Manager, Highway Improvements, Parking Design 020 8726 6000 (Ext. 88229)
BACKGROUND PAPERS	None



THIS MAP IS REPRODUCED FROM ORDNANCE SURVEY MATERIAL WITH THE PERMISSION OF ORDNANCE SURVEY ON BEHALF OF THE CONTROLLER OF HER MAJESTY'S STATIONERY OFFICE © CROWN COPYRIGHT. UNAUTHORISED REPRODUCTION INFRINGES CROWN COPYRIGHT AND MAY LEAD TO PROSECUTION OR CIVIL PROCEEDINGS. LONDON BOROUGH OF CROYDON. LICENCE NO. 100017680. 2016

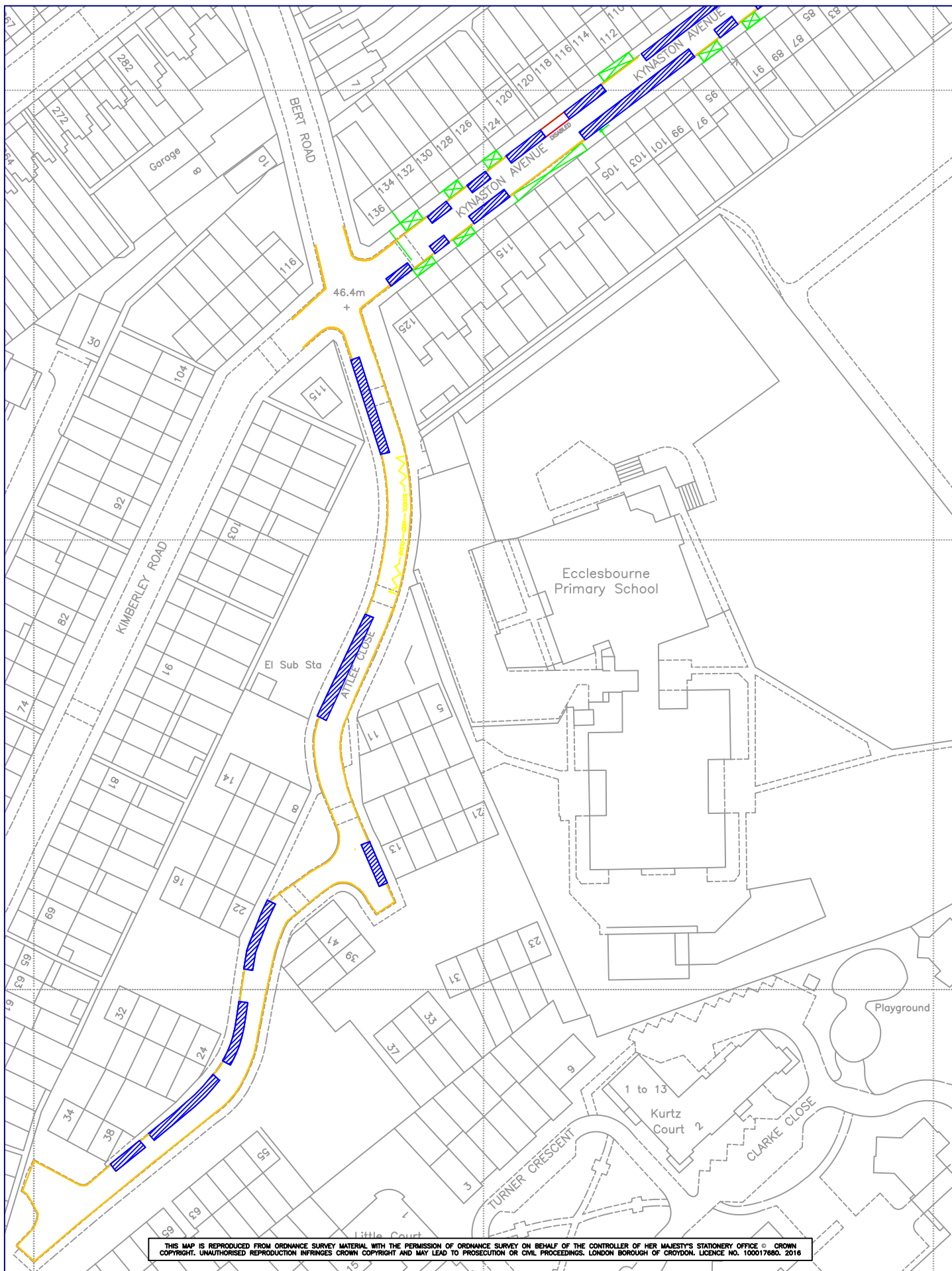
NOTES	JOB NAME KYNASTON ROAD AREA				PLACE DEPARTMENT STREETS DIVISION DIRECTOR - STEVE ILES		DRAWING NO HWY/PS/PD-0402/1	REVISION -
	DRAWING TITLE Controlled Parking Zone Scheme Statutory Consultation						STATUS -	
	DESIGNER HH	VERIFIED DW	SCALE AT A4 NTS	DATE 05/09/2019	HIGHWAY IMPROVEMENTS		CROYDON Delivering www.croydon.gov.uk for Croydon	

This page is intentionally left blank



NOTES	JOB NAME KYNASTON ROAD AREA				PLACE DEPARTMENT STREETS DIVISION DIRECTOR - STEVE ILES		DRAWING NO HWY/PS/PD-0402/2	REVISION -
	DRAWING TITLE Controlled Parking Zone Scheme Statutory Consultation						STATUS -	
	DESIGNER HH	VERIFIED DW	SCALE AT A4 NTS	DATE 05/09/2019	HIGHWAY IMPROVEMENTS		CROYDON Delivering www.croydon.gov.uk for Croydon	

This page is intentionally left blank



JOB NAME				PLACE DEPARTMENT STREETS DIVISION DIRECTOR - STEVE ILES		DRAWING NO HWY/PS/PD-0402/3		REVISION	
KYNASTON ROAD AREA						STATUS -		-	
DRAWING TITLE				HIGHWAY IMPROVEMENTS					
Controlled Parking Zone Scheme Statutory Consultation									
DESIGNER		VERIFIED	SCALE AT A4	DATE					
HH		DW	NTS	04/09/2019					

This page is intentionally left blank