

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, 18 December 2019** at **6.30 pm** in **F10, Town Hall, Katharine Street, Croydon CR0 1NX**

JACQUELINE HARRIS BAKER
Director of Law and Governance
London Borough of Croydon
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www.croydon.gov.uk/meetings
Tuesday, 10 December 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 - 10)

To approve the minutes of the meeting held on 16 October 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. Bynes Road Area - Objections to the Proposed Extension of Bynes Road CPZ (Pages 11 - 22)

6. South Drive Area - Results of Informal Consultation on the Possible Extension of the Coulsdon CPZ (Pages 23 - 38)

7. 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.”

PART B

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Traffic Management Advisory Committee

Meeting held on Wednesday, 16 October 2019 at 6.30 pm in F10, Town Hall, Katharine Street, Croydon CR0 1NX

MINUTES

Present: Councillor Stuart King (Chair);

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

PART A

10/19 **Minutes of the Previous Meeting**

The minutes of the meeting held on 24 July 2019 were agreed as an accurate record.

11/19 **Disclosure of Interests**

There were none.

12/19 **Urgent Business (if any)**

There were no items of urgent business.

13/19 **Kynaston Road Area - Objections to the Proposed Extension of the Croydon CPZ (N1 Permit Area)**

The Chair proposed and the Committee agreed to reorder the agenda and take agenda item 8 as the first substantive item.

The Traffic Management Advisory Committee considered the report which outlined objections received from the public following the formal consultation process on a proposal to extend the existing Croydon Controlled Parking Zone (CPZ) (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.

The Parking Design Manager introduced the report noting that the report summarised the objections to extending the permit zone. It was noted that the majority of objections received were in relation to concerns that there would be a loss of parking spaces if a CPZ was introduced, however it was stated

that there was strong support for the extension of a CPZ with 71% respondents voting in favour of the proposal.

Mr Brown addressed the Committee in support of the recommendations stating that relations with those parking on the roads had deteriorated due to inconsiderate parking. It was stated that utility vehicles were being parked on the residential roads every evening and weekend and some vehicles were being left for several months at a time.

Ms Saunders spoke in support of the introduction of a CPZ on the roads listed above, however suggested that a new CPZ designation should be created to avoid having people in N1 Permit Area parking in those roads and reducing the amount of parking spaces available. It was further suggested that Palmerston Road had an insufficient number of parking bays allocated and that the green space on Pawsons Road could be utilised for parking bays.

Ms Samuels stated that a number of residents Paswons Road had not purchased permits when the road was included in the N21 Permit Area and so had been parking in the surrounding roads which were not part of a CPZ. Concerns were raised that those residents would be required to purchase a permit once the proposed extension was implemented and vulnerable residents would be adversely affected. Ms Samuels reiterated Ms Saunders request that a new permit zone be created and further requested that the operational hours be 9am – 6.30pm. Concerns were further raised in relation to the parking situation on Crystal Palace match days and that residents felt that they were not able to come and go from their homes. Ms Samuels requested that the Zone be implemented urgently as the impact on residents had been intolerable.

Mr Drzewiecki additionally spoke in support of the introduction of a CPZ stating that the parking situation in the area had become unbearable and was worse on match days with residents feeling imprisoned in their homes. Everyday activities, such as shopping and school runs had become very difficult and arguments had broken out between residents and others parking on the road. It was felt that the situation had significantly worsened following Pawsons Road entering the N1 Permit Area.

The Chair thanked the residents for their contributions to the Committee.

In response to the points raised by residents the Parking Design Manager guaranteed that residents' experiences of parking would transform overnight as other residents will no longer park on their roads. It was noted that the original consultation area had been much larger, however following the informal consultation and the area concerned shrinking it had been felt that it would be better to expand the N1 Permit Area. If residents felt that issues persisted, the Parking Design Manager stated that a new CPZ designation could be considered.

In terms of the operational hours, the Parking Design Manager stated that hours of 8am – 8pm had been proposed in other areas where specific

problems had been experienced. It was not felt that there were significant issues in the evenings however the hours could be reconsidered if residents felt it was necessary following implementation.

The Parking Design Manager stated he was confident that there was sufficient space in the area to meet the parking needs following implementation of a CPZ as at the time commuters and workers were parking in the area as well as residents. In relation to match days it was stated that fans were parking on the roads which were free and, as such, there would be a reduction in parking following the introduction of the CPZ.

The Committee were informed by the Parking Design Manager that there had been a request from Parking Services to delay implementation of the scheme until April 2020 due to the number of schemes being introduced.

In response to Member questions the Parking Design Manager stated that operational hours of 9am – 5pm ordinarily worked as residents often parked over driveways after 5pm if it was necessary. It was felt that it would not be possible to extend the hours to 6.30pm as it would cause confusion with the rest of the zone operating until 5pm only.

Whilst it was recognised there had been a negative response in Atlee Close it was stated that it would be impractical to exclude it from the proposed CPZ given its location and the vote had been close between those in favour and those opposed to the proposals.

The Parking Design Manager confirmed that resident's permit charges in the area would be calculated in terms of the Emissions Based Parking Charges. The Chair informed Members that an amendment had been made to the scheme following consideration by the Committee in July 2019 and that pre-2001 vehicles would be charged in terms of engine size.

Members were informed that paving over a green space, as had been suggested by residents, would likely be unpopular and expensive. Furthermore, if the land was not council owned then the local authority would not have any jurisdiction to carry out any such works. It was felt that there should be sufficient on street parking following the introduction of a CPZ that creating a car park would not be required.

The Chair informed the Committee that he had been correspondence with the ward councillors and that they had supported the scheme. It was recognised by the Chair that it was disappointing that the scheme would not be introduced until April 2020, but confirmed that the Parking Services team was relatively small and a number of schemes were being introduced at a similar time so that it would not be possible for the CPZ to be extended until the new financial year.

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

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.
2. Agree for the reasons detailed in the report to extend the Croydon Controlled Parking Zone into the above roads as shown in drawing no. PD- 0402/1-3.
3. Inform the objectors and supporters of the above decision.

14/19 **Norfolk Road Area - Results of Informal Consultation Report**

The Traffic Management Advisory Committee considered the report which outlined the results of the informal consultation on the proposed introduction of a CPZ into the Norfolk Road Area which included roads close to the existing Thornton Heath Controlled Parking Zone (CPZ).

Members noted that there had been a low response rate to the consultation beyond Norfolk Road, and queried whether residents may, in future, request an extension of the CPZ. The Parking Design Manager confirmed that residents in surrounding roads, may in future, request to be included in the CPZ once they saw the benefits of a CPZ. Additionally, it was noted that parking displacement may be experienced in surrounding roads.

RESOLVED: That the Traffic Management Advisory Committee recommend to the Acting 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 Controlled Parking Zone (CPZ) in the Norfolk Road Area.
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.
3. If formal consultation is agreed, delegate to the Highway Improvement Manager, Public Realm Directorate the authority to give the notice.

15/19 **Cecil Road Area - Results of Statutory Consultation on the Proposed Change of Operational Hours of a Controlled Parking Zone (CPZ)**

The Traffic Management Advisory Committee considered the report which outlined the results of the statutory consultation on the proposed change of operational hours of the West Thornton Controlled Parking Zone (CPZ) in

Cecil Road and part of Aurelia Road, which comprises of shared-use Permit / Paid for parking bays and mainly single yellow lines.

The Chair noted that residents had requested extended operating hours when the CPZ was introduced; however the council had favoured consistency in operating hours across the Zone. The report, the Chair stated, showed that the council listened to residents and recognised that extended operating hours were appropriate in this area.

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

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.
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.
3. Inform the objectors and supporters of the above decision.

16/19

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

The Traffic Management Advisory Committee considered the report which outlined 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.

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

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.
2. Agree for the reasons detailed in the report, to proceed with formal consultation on extending the North Permit Zone into this area with 9am to 5pm, Monday to Saturday controls.
3. If formal consultation is agreed, delegate to the Highway Improvement Manager, Public Realm Directorate the authority to give the notice.
4. Agree that the results of the formal consultation are either to be 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) or through a delegated authorisation report to the Director of Place.

17/19 **Exclusion of the Press and Public**

The item was not required.

The meeting ended at 7.16 pm

Signed:

Date:

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For general release

REPORT TO:	TRAFFIC MANAGEMENT ADVISORY COMMITTEE 18 December 2019
SUBJECT:	BYNES ROAD AREA – OBJECTIONS TO THE PROPOSED EXTENSION OF BYNES ROAD CPZ
LEAD OFFICER:	Shifa Mustafa, Executive Director of Place
CABINET MEMBER:	Councillor Paul Scott, Acting Cabinet Member for Environment, Transport and Regeneration (Job Share)
WARDS:	South Croydon
CORPORATE PRIORITY/POLICY CONTEXT:	
<p>This report is in line with objectives to improve the safety and reduce obstructive parking on the Borough’s roads as detailed in:</p> <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:	
1.1	Consider the responses received to the formal consultation to extending the existing Bynes Road Controlled Parking Zone to the currently uncontrolled section of Bynes Road with a combination of Shared-Use Permit/Pay via Ring-Go (8 hours maximum stay) and single yellow lines operating 9am to 5pm, Monday to Saturday.
1.2	Agree for the reasons detailed in this report not to extend the Bynes Road Controlled Parking Zone throughout the whole length of the road as shown on drawing number PD 403.
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 Bynes Road Controlled Parking Zone to the currently uncontrolled section of Bynes Road with a combination of Shared-Use Permit/Pay via Ring-Go (8 hours maximum stay) and single yellow lines operating from 9am to 5pm, Monday to Saturday.
- 2.2 The outcome of the informal consultation was reported to this Committee at its meeting on 24 July 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 20 November 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 petitions from Bynes Road and Churchill Road in 2017 residents were consulted on possibly extending existing Controlled Parking Zones into Sunny Nook Gardens, Selsdon Road, Selsdon Avenue, Sussex Road, Haling Road, Helder Street, Jarvis Road, Newark Road, Mansfield Road, Chelsham Road, Crunden Road, Brighton Road, Churchill Road, Wyche Grove, Purley Road, Sanderstead Road, Rolleston Road, and the uncontrolled section of Bynes Road.
- 3.2 On 24 July 2019 the Committee agreed to formally consult on extending (minute A5/19 refers) the Bynes Road CPZ into the remaining uncontrolled section of Bynes Road and to extend the Croydon (West Permit Area) CPZ into Sunny Nook Gardens and Sussex Road following a positive response from a majority of respondents in these streets.
- 3.3 Following detailed design, occupiers in the Bynes Road Area were formally consulted (public notice stage) on a proposal with 9am to 5pm, Monday to Saturday parking controls, illustrated on drawing number PD 403. Residents/businesses within this area were written to on 11 September 2019 with a copy of the relevant drawings and the public notice, and invited to submit objections to/comments on the scheme before Friday 11 October 2019.

4. OBJECTIONS AND RESPONSES

- 4.1 A total of 10 objections have been received to the proposal. In addition, 4 pro forma type petitions against the proposal have been received.

Objection 1

4.2 The first objection (from the currently controlled section of Bynes Road) was raised on the grounds that

- There are no businesses permit holders currently in the Bynes Road CPZ. The new proposal would allow businesses to purchase permits, allowing them to occupy spaces.
- Bus drivers and employees of other businesses will pay to park every day and continue to park as they do at the moment where the street is uncontrolled.
- The cost to pay per day is the same as at Sanderstead Car Park, the objector believes that there is no benefit in paying for a resident permit.
- The new controlled section will squeeze vehicles onto the already controlled section. Residents will have to park on neighbouring streets.
- The objector believes that the proposal is driven by potential revenue generated.

4.2.1 Response

Businesses in the current Bynes Road CPZ are allowed to purchase business permits even if they have not chosen to do so. Extending the zone would not change the regulations on business permits in this zone. Commuters working locally may choose to pay daily for parking. However, anecdotal evidence suggests that most commuters are put off by the cost. The cost of a residents permit work out much cheaper than the cost of paying each day via Ring-Go. If the scheme were to proceed there is no reason to believe that the old section of the CPZ would be more densely parked than the 'new' section. The initial consultation was driven by the receipt of petitions from two streets in South Croydon. The formal consultation, to which this resident is objecting was driven by a majority of respondents from Bynes Road voting in favour of the proposals.

Objection 2

4.3 The second objection (from a resident in the current Bynes Road CPZ) was raised on the grounds that

- The objector thinks that the Council is changing the maximum stay in the existing CPZ, believing that it would encourage more commuters to park.
- Their section of Bynes Road have not received any correspondence from the Council about the proposal. They only found out about it because of a public notice on a lamp column.

4.3.1 Response

There are currently no plans to change the maximum stay in the uncontrolled section of the Bynes Road CPZ. Usually only directly affected residents in the new extension area are written to. This would not include residents in the existing part of the CPZ.

Objection 3

4.4 The third objection (from a residents of Rolleston Road) was raised on the grounds that

- They have not been consulted even though they believe the scheme directly

affects them.

- The proposal will make the parking situation on their street worse.
- They believe that the Council is employing a 'divide and conquer' policy.
- They believe that in the future the residents of Rolleston Road will be forced into having to request parking controls.
- They believe that by reducing the size of the area under consultation, the Council is invalidating the proposal.
- Their preference is to leave the parking as it is, acknowledging that sometimes it is difficult to find a parking space.
- Non-domestic vehicles should be banned from the street.
- The overnight lorry ban is not currently enforced.
- They believe that a CPZ should only be proposed if it were to cover the entire zone.
- Individual bays should not be marked.
- Permit price increases should be limited.
- They believe that the current proposal pitches neighbour against neighbour, and street against street.
- The current proposal will shift the problem elsewhere.

4.4.1 **Response**

The potential effect of the proposed scheme on Rolleston Road would be considered to be indirect rather than direct. The Council normally only sends formal consultation documents to directly affected residents. There is always a strong likelihood that introducing parking controls will transfer parking problems to adjacent roads. The only way to completely avoid this would be to have no controlled parking zones at all.

The initial consultation documents clearly stated that depending on the consultation results a decision could be made to introduce parking controls in a smaller area or an individual road. If in the future residents of Rolleston Road felt that they wanted parking controls they would be free to petition the Council for this. A majority of respondents from Rolleston Road voted against the proposals therefore the Council did not proceed with a detailed design in that street. It is not possible to ban non-domestic vehicles. However, the overnight lorry ban can be enforced by Parking Services. There was no proposal to mark individual bays, the detailed design clearly shows that the proposed parking bays were not to be subdivided. The cost of permits is not controlled by Highways and is not linked to the introduction of a parking scheme.

Objection 4

4.5 The fourth objection (from a resident of Bynes Road) has been raised on the grounds that

- Car emissions are not related to parking spaces.
- The proposed operational hours are not the busiest hours on the street.
- The Council are trying to tax residents.

- The proposal will be of no benefit to the objector non to the community.

4.5.1 **Response**

The cost of residents parking permits (regardless of how the cost is calculated) is the same across the Borough. Exceptions are not made for particular areas. In extending the existing zone it makes sense to match existing restrictions rather than having them varying street by street. A majority of respondents from Bynes Road initially voted in favour of the scheme with 9am to 5pm hours of operation. It can be assumed that those who voted in favour of the scheme felt that it would benefit them.

Objection 5

4.6 The fifth objection (from a resident of Bynes Road) has been raised on the grounds that

- It is not appropriate to break the consultation area down into individual roads as it may increase parking pressure on neighbouring roads.
- The documents distributed did not include any details of the layout of the CPZ. Residents cannot be expected to make a decision without this information.
- They feel that this is a commercial exercise.
- They do not have any problems parking between 9am and 5pm.
- There is no guarantee than permit prices will not increase.
- There would be no way to remove the scheme if it didn't work.

4.6.1 **Response**

It was clearly stated in the informal consultation documents that depending on the consultation results, a decision could be made to proceed with the scheme in a smaller area or even in an individual road. Controlled parking zones will always cause some increase in pressure on neighbouring roads. The alternative would be to have no CPZs at all. The documents distributed contained a drawing clearly showing the location of the proposed parking bays and single yellow lines. This consultation process was started because of a petition from Bynes Road and Churchill Road requesting controlled parking. Without those petitions this proposal would not exist. Permit prices are set centrally for the Borough, they do not vary between different CPZs. Residents of the Bynes Road CPZ pay the same as everyone else. It is possible to remove a scheme after implementation. If residents felt that a scheme needed to be removed or changed they could petition the Council to request this.

Objection 6

4.7 The sixth objection (from residents of Bynes Road) has been raised on the grounds that:

- They were initially in favour of the proposal but now feel that they were not fully informed of all the consequences of implementing a scheme like this.
- The number of parking spaces would be severely reduced.
- The proposal wouldn't be operational after 5pm.
- They would not benefit from the proposed scheme.

4.7.1 Response

It is not possible in front of driveways or in turning areas. This may result in slightly less space compared with how cars park on an unrestricted street.

Objection 7

4.8 The seventh objection (from residents of Bynes Road) has been raised on the grounds that

- The scheme would not benefit their family.
- The parking situation is at its worst when they return from work in the evening.
- Parking problems occur during evenings and overnight, therefore scheme will not help
- The cost of permits is too high.
- A maximum of two permits is not enough.

4.8.1 Response

A majority of respondents from Bynes Road have voted in favour of introducing a 9am to 5pm scheme, which is why this formal consultation was carried out. Residents permit costs are set centrally and do not vary between CPZs. Permits are limited to two per household as a way of managing supply and demand

Objection 8

4.9 The eighth objection (from a directly affected resident) has been raised on the grounds that

- They do not want to have to pay for visitors to have to pay for visiting their house.

4.9.1 Response

No permits (of any kind) are provided free of charge.

Objection 9

4.10 The ninth objection (from residents of Bynes Road) has been raised on the grounds that

- While the objectors are in theory in favour of a CPZ, they are not happy that there are less bays proposed for the cul-de-sac end of Bynes Road.
- The current plan would make it more difficult to access their property from their car.

4.10.1 Response

The reason for the lack of spaces in the cul-de-sac end of Bynes Road is a combination of needing to allow space for vehicles to turn and the long length of dropped kerb on the western side of the road. Bays are not cased where they cause obstructions. Motorists may load and unload on single yellow lines, providing that there are not specific loading restrictions which prevent this.

Objection 10

4.11 The tenth objection (from a resident of Bynes Road) has been raised on the grounds that

- They believe that many residents who own older cars do not realise the significance of the increased permit charges.
- Residents are penalised for having older cars.
- They need their car for assisting with elderly relatives as well as grandchildren.
- They will be classed as a pensioner from next year and cannot afford to upgrade their car.

4.11.1 **Response**

Information on the new permit costs were included with both the formal and the informal consultation documents. A public consultation on the new parking charges was conducted, members of the public had an opportunity to object. Residents permits costs are set centrally and are the same for all of the Borough's CPZs.

4.12 **Petition 1**

This pro forma style petition originated from a local business owner. Individual pages were completed by each respondent filling in their name and house number. All of the 13 responses were from Bynes Road. Respondents were invited to tick one of three options. The first stating that they had originally voted for the scheme but now wanted to register their objection. The second stating that they had not voted one way or another but would not like to register their objection. The third option stated that they would like the scheme to go ahead. 2 respondents chose the first option, 9 chose the second, 1 chose the third, and 1 of the respondents did not select an option.

4.13 **Petition 2**

This pro forma style petition originated from the same business owner. Individual pages were completed by each respondent filling in their name and house number. 24 responses were completed, 22 from Bynes Road, 1 from Rolleston Road, and 1 from Sanderstead Road. Respondents were asked to tick one of two options. The first stated that they were against the scheme going ahead. The second stated that they were in favour of the scheme going ahead. 21 respondents chose the first option, 1 chose the second option, and one respondent did not select an option.

4.14 **Petition 3**

This pro forma style petition's origin is not known. Individual pages contained an introductory paragraph, followed by fields for the respondents name and address. The introductory paragraph stated "I would like to register my strong objection to the above scheme. As you can see, I live in a road bordering the above proposal and we as a road voted against the scheme. We did so in the belief that if this was not voted in as a whole, it would be thrown out in its entirety. Having one road with parking meters will obviously put a massive strain on the bordering roads. It feels like a clear divide and conquer tactic". 30 responses were received from 29 addresses. 14 from Sanderstead Road, 6 from Purley Road, 6 from Rolleston Road, and 4 from Wyche Grove.

4.15 **Petition 4**

This pro forma style petition originated from a resident of Bynes Road. Individual

pages referenced the original informal consultation letter of 2 May 2019. Similarly it invited respondents to tick a yes or no box indicating whether they were in favour of a scheme. A total of 32 responses were received from 31 addresses. 19 were from Bynes Road, 6 were from Rolleston Road, and 7 were from Sanderstead Road. 1 respondent ticked yes and 31 respondents ticked no.

Responses

- 4.16 While it would be preferable for residents to respond with their views to the initial informal consultation, it is clear that many residents of Bynes Road are unhappy with the proposal. In particular residents have signed petitions who initially chose not to reply to the Council's questionnaire.
- 4.17 Most of the pro forma petitions do not state a reason for their 'objection'. Petition 4, from residents of surrounding roads stated that residents believed that if the entire consultation area did not provide a majority in favour of a scheme, that the proposal would be abandoned. This is inaccurate as the informal consultation documents clearly stated that depending on the results of the consultation, the Council may choose to proceed in a smaller area or even in an individual road. They also stated that the proposal for Bynes Road would put a strain on surrounding roads. This would quite likely be the case, though is impossible to avoid completely with Controlled Parking Zones.
- 4.18 Due to the clear lack of support for the scheme from residents who would be directly affected by the scheme (i.e. those residing in Bynes Road) it is recommended not to proceed with this scheme at this time.

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

- 6.1 There are no financial considerations arising from this report as the recommendations are not to proceed with the proposed extension of the zone.
- 6.2 Approved by: F Wright, Head of Finance (Place)

7 COMMENTS OF COUNCIL SOLICITOR AND MONITORING OFFICER

- 7.1 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 Recent High Court judgment confirms that 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.
- 7.5 Approved by: Sandra Herbert, Head of Litigation and Corporate Law on behalf of the Director of Law and Governance & Deputy Monitoring Officer

8. HUMAN RESOURCES IMPACT

- 8.1 There are no human resource impacts arising from this report.
- 8.2 Approved by: Jennifer Sankar, Head of Human Resources.

9. EQUALITIES IMPACT

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

10. ENVIRONMENTAL IMPACT

10.1 There are no environmental impacts arising from this report.

11. CRIME AND DISORDER REDUCTION IMPACT

11.1 There are no crime and disorder reduction impacts from this report.

12. REASONS FOR RECOMMENDATIONS

12.1 The recommendation is not to proceed with the proposed scheme as there isn't widespread support for the scheme among residents of Bynes Road.

13. OPTIONS CONSIDERED AND REJECTED

13.1 An alternative option is to introduce the parking controls. Residents broadly do not support the proposal, clearly they are happy with the current availability of parking spaces.

REPORT AUTHORS:

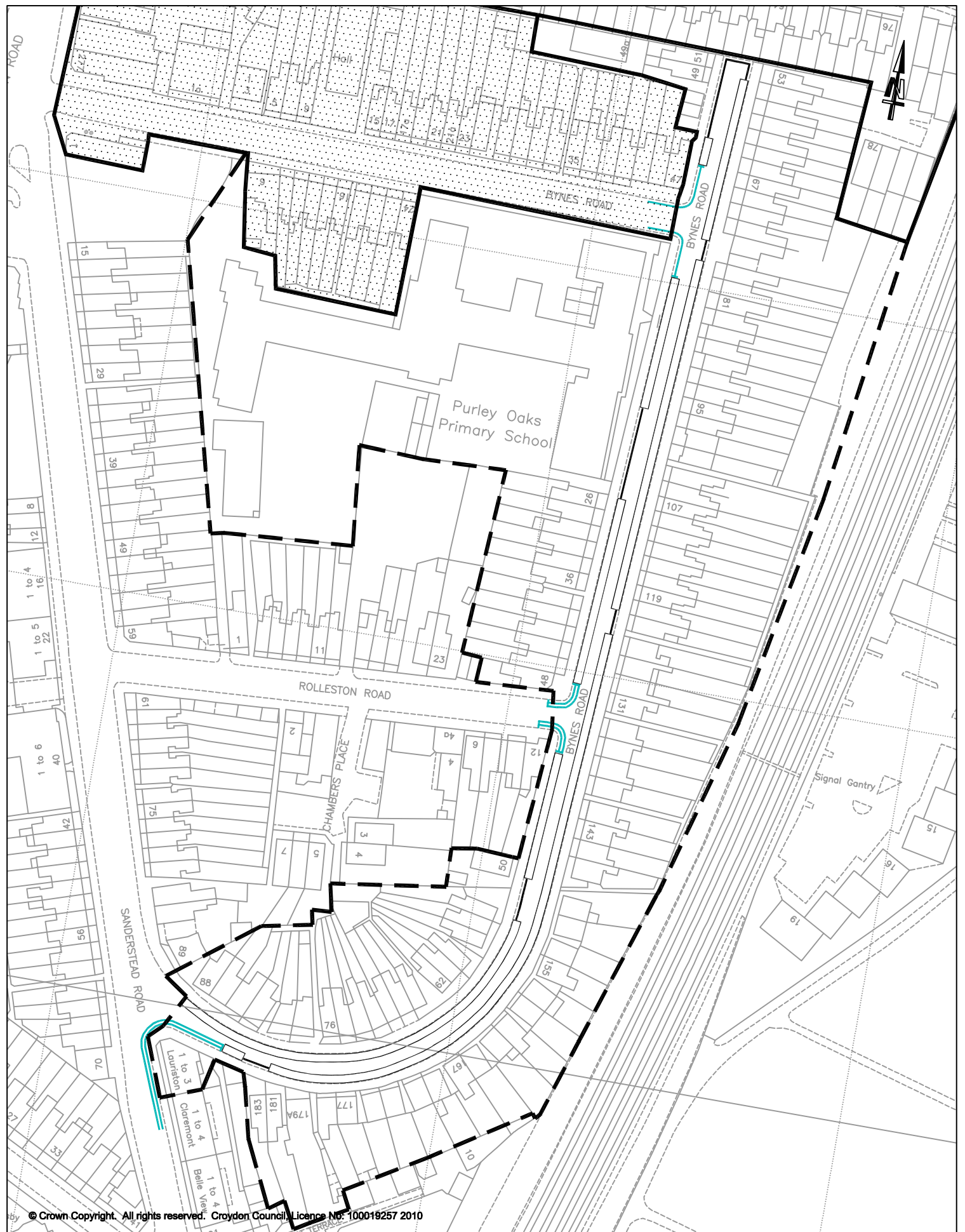
Teresa O'Regan – Traffic Engineer
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020 8762 6000 (Ext. 88260)

David Wakeling, Parking Design Manager
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BACKGROUND PAPERS – LOCAL GOVERNMENT ACT 1972



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-  Existing Controlled Parking Zone Boundary
-  Consultation Boundary
-  Proposed Parking Bays
-  Proposed Parking Restrictions
-  Existing Parking Restrictions
-  Existing Parking Restrictions

CROYDON COUNCIL

BYNES ROAD - SOUTH CROYDON Proposed CPZ Extension

PLACE DEPARTMENT
SHIFA MUSTAFAP - EXECUTIVE DIRECTOR
CROYDON LEATHERILL HOUSE
CROYDON
CR0 1EA

HIGHWAY IMPROVEMENTS - PARKING DESIGN			
Scale: NTS	Drawn: TOR	Checked: DW	Rev: 00
Date:	Drawing Ref.		
SEPTEMBER 2019	PD 403		

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For general release

REPORT TO:	TRAFFIC MANAGEMENT ADVISORY COMMITTEE 18 December 2019
SUBJECT:	SOUTH DRIVE AREA – RESULTS OF INFORMAL CONSULTATION ON THE POSSIBLE EXTENSION OF THE COULSDON CPZ
LEAD OFFICER:	Shifa Mustafa, Executive Director of Place
CABINET MEMBER:	Councillor Paul Scott, Acting Cabinet Member for Environment, Transport and Regeneration (job share)
WARDS:	Coulsdon Town
CORPORATE PRIORITY/POLICY CONTEXT:	
Parking Policy 2019-22, Section 3: Controlled Parking Zones (CPZ)	
<p>Aim: To manage parking where demand exceeds supply and/or unsafe conditions exist, through the design of permitted and restricted kerb space that fairly balances parking capacity, parking times and bay types (residential, P&D, business and shared use) in accordance with the locations and appropriate to the local communities and businesses.</p>	
FINANCIAL IMPACT:	
There are no proposed changes therefore no financial implications.	
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:	
1.1	Consider:
	<ul style="list-style-type: none"> a) the responses received to the informal consultation on the proposal to extend the Coulsdon Controlled Parking Zone into the South Drive area; b) the recently adopted Parking Policy; c) the duty to secure the expeditious, convenient and safe movement of traffic and the provision of suitable and adequate parking facilities; and d) other matters including local amenity,
1.2	Agree not to proceed at this point in time, to formal consultation on the proposal to extend the Coulsdon Controlled Parking Zone into South Drive, The Grove and The Avenue as illustrated on Drawing No. PD 368, due to the reasons set out in paragraph 11.1.

1.3 Instruct officers to inform the organisers of the petition of the decision.

2 EXECUTIVE SUMMARY

2.1 This report:

- considers the results of the informal consultation on the proposal to extend the Coulsdon Controlled Parking Zone (CPZ) into the Coulsdon Town Centre CPZ Area to include the currently unrestricted roads South Drive, The Grove and The Avenue, in light of the recently adopted Parking Policy.
- recommends that at this point in time, the Council do not proceed with the proposal to introduce parking controls..

2.2 On 20 November 2019 and pursuant to the delegation from the Leader dated 6 June 2016, the Executive Director Place, following consultation with the Acting 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 Acting Cabinet Member for Environment, Transport and Regeneration (job share).

3 DETAIL

CPZ Informal Consultation

3.1 A petition was received from residents in South Drive calling for parking controls to be introduced in streets where demand for parking space is outstripping supply.

3.2 Croydon Council's informal consultation on proposals for a CPZ commenced on Friday, 10 May 2019 and continued until Friday, 7 June 2019. 167 sets of consultation packs, (comprised of a letter, a map of the consultation area, frequently asked questions and a questionnaire) were sent to addresses within the proposed CPZ extension area.

3.3 Consultees were requested to register their "Yes/No" preference to the question "Are you in favour of extending the Coulsdon CPZ into South Drive, The Grove and The Avenue?" Questionnaires were to be returned via the pre-paid envelope provided.

3.4 A total of 87 completed questionnaires were returned, representing a 52% response rate which is considered good for an informal consultation exercise of this type. Table 1 shows the results and returns for the individual roads in the consultation area. Appendix A includes a summary of the comments that were received on the questionnaire sheets

TABLE 1 – Results of the Questionnaire

Road Name	Properties	Responses	% Returned	Yes	%	No	%
The Avenue	45	20	44	3	15	17	85
The Grove	53	33	62	6	18	27	82
South Drive	69	34	49	12	35	22	65
Totals	167	87	52	21	24	66	76

3.5 The majority of those choosing to respond to the consultation were not in favour of extending the Coulsdon CPZ across the area.

Parking Policy Consultation and Adoption

3.6 In parallel with the above, the Croydon Parking Policy 2019-22 was being prepared. The draft version of the policy, (considered by Cabinet on 25 March 2019) was publicly consulted on the Policy adopted in July.

3.7 The Policy has a series of aims with related objectives including:

Section 2: Parking Management, Aim: To provide suitable and adequate parking facilities on and off the highway, without detracting from the quality of public realm, and to contribute to securing the expeditious, convenient and safe movement of vehicular and other traffic. This includes contributing to the over-reaching policy aim of reducing car use and increasing walking, cycling and the use of public transport.

Objectives: To fairly balance parking capacity, parking times and bay types (residential, P&D, business and shared use) and to optimise these to meet the diverse needs of all road users.

Section 3: Controlled Parking Zones (CPZ)

Aim: To manage parking where demand exceeds supply and/or unsafe conditions exist, through the design of permitted and restricted kerb space that fairly balances parking capacity, parking times and bay types (residential, P&D, business and shared use) in accordance with the locations and appropriate to the local communities and businesses.

Objectives: To develop a methodology for the definition of an impact area to be proactively considered for a CPZ.

3.8 Due to the weak support for the Permit / Paid for zone to be extended into the South Drive area it is proposed not to introduce parking controls at this point in time.

Duty under the Road Traffic Regulation Act

3.9 By virtue of section 122 of the Road Traffic Regulation Act 1984, 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.

4 FINANCIAL CONSIDERATIONS

- 4.1 It is proposed not to introduce parking controls in South Drive, The Grove and The Avenue at this point in time, therefore there are no financial considerations arising from this report.
- 4.2 Approved by: F Wright, Head of Finance (Place)

5. COMMENTS OF COUNCIL SOLICITOR AND MONITORING OFFICER

- 5.1 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 Recent High Court judgment confirms that 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.

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

6. HUMAN RESOURCES IMPACT

6.1 There are no human resource impacts arising from this report.

7. CUSTOMER IMPACT

7.1 Occupiers of all residential and business premises in the area were consulted to ensure that all those who would be directly affected by the proposals were given the opportunity to give their views. The majority of those choosing to respond indicated that they were not in favour of parking controls. However, the proposal for a CPZ was consulted on in response to a petition from residents of South Drive concerned about parking stress. Without management of on-street parking, that stress will continue, if not worsen.

8. EQUALITIES IMPACT

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

9. ENVIRONMENTAL IMPACT

9.1 There are no environmental impacts arising from this report.

10. CRIME AND DISORDER REDUCTION IMPACT

10.1 There are no crime and disorder reduction impacts from this report

11. REASONS FOR RECOMMENDATIONS

- 11.1 The Parking Policy marks a new approach towards the development and implementation of Controlled Parking Zones in Croydon. However the making of the Policy straddled the consultation on the proposal for a CPZ within the South Drive area. The 'Frequently Asked Questions' section of the CPZ consultation pack stated that '*...if the majority of respondents vote against controlled parking then a scheme is unlikely to go ahead in the area.*' This would have led to the expectation that should the results of the consultation be as summarised in Table 1 above, then the proposal to implement a CPZ would not proceed. Consequently it is recommended not to proceed with CPZ proposals for the South Drive area at this point in time, whilst the new methodology for the definition of areas to be proactively considered for CPZ s under the new Policy, is under development.

12. OPTIONS CONSIDERED AND REJECTED

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

REPORT AUTHOR:

Ian Plowright, Head of Transport

020 8726 6000

CONTACT OFFICER:

David Wakeling, Parking Design Manager
Parking Design, Highway Improvements,
Public Realm, 020 8726 6000 Ext. 88229

BACKGROUND DOCUMENTS

None

<https://www.croydon.gov.uk/sites/default/files/0419PL-Parking-Policy-KeyDecisionNotice.pdf>

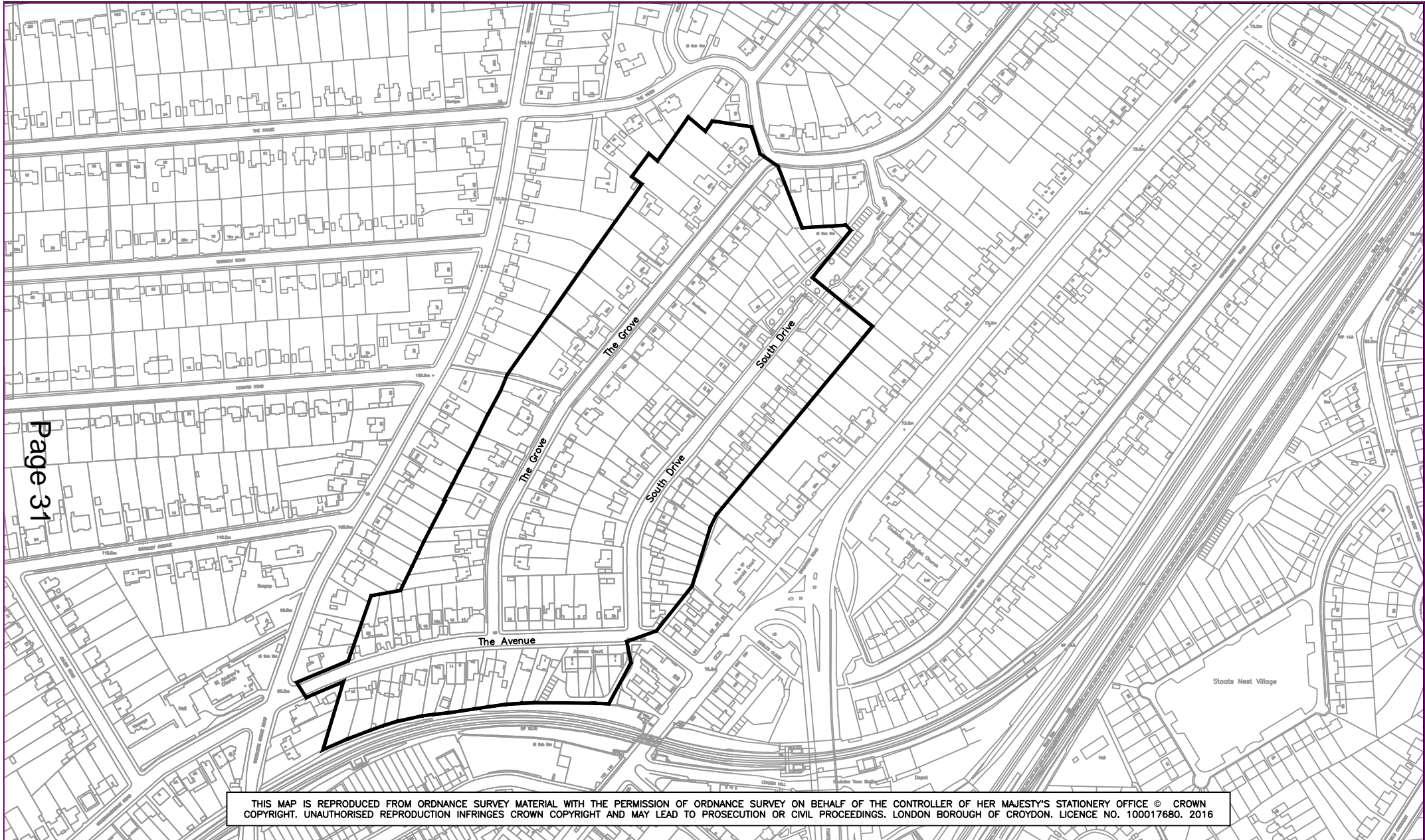
APPENDIX A – Comments from the questionnaire

1 Included in the questionnaire was a comments box for respondents to respond in writing on the proposals. A summary of these comments is included in the table below.

2 **TABLE 2 – Comments from residents**

	Comment	No. of Comments
1	Introducing the scheme would reduce the total number of parking spaces	6
2	Want a one-way system	7
3	Parking problem is in evening not during 9am-5pm	5
4	Scheme would push parking problem into other roads	3
5	Would be too expensive for visitors/tradespeople to park	3
6	Scheme would not help with parking problems	3
7	Concerned about the scheme's impact on property prices	2
8	Residents permits are too expensive	1
9	Want continuous bays	1
10	P&D should be limited to 2 hours	1
11	No guarantee of a parking space	1
12	Have already been consulted several times	1
13	Problems caused by new developments with minimal residents' parking spaces	1
14	Want 'residents only' scheme	1
15	Current restrictions need better enforcement	1

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KEY
CONSULTATION AREA

JOB NAME				SOUTH DRIVE AREA			
DRAWING TITLE				INFORMAL PARKING CONSULTATION			
DESIGNER	VERIFIED	SCALE AT A4	DATE				
OT	DW	NTS	09/05/19				

PLACE DEPARTMENT	
STREETS DIVISION	
DIRECTOR - STEVE ILES	
HIGHWAY IMPROVEMENTS	

DRAWING NO	PD396	REVISION	0
STATUS	CONSULTATION		

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Place Department
Highway Improvements
Parking Design
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Bernard Weatherill House
Croydon
CR0 1EA
Tel/Typetalk: 020 8726 6000
Minicom: 020 8760 5797

The Occupier

Contact: Parking Design
Parking.Design@croydon.gov.uk
Tel: 020 8726 7100
Our Ref: PD/OT/7C
Date: **13 May 2019**

Important Parking Information
Controlled Parking Proposal Questionnaire

Dear Occupier,

Controlled Parking Zone Consultation – Proposed Introduction of a Controlled Parking Zone in the South Drive, The Grove, and The Avenue.

I am writing to ask for your views on the possibility of introducing a Permit / Pay by Phone scheme into the area shown on the enclosed map, which includes your road. This proposal is a response to a petition received from residents of South Drive requesting that the Council consider introducing a permit scheme in this road.

Currently the waiting restrictions (yellow lines) in South Drive, The Avenue and part of The Grove operate between 11am to 12noon, Monday to Friday with free parking bays allowing unlimited parking. The Permit / Pay & Display scheme in the Coulsdon Town Centre Controlled Parking Zone (CPZ) currently operates between 9am and 5pm, Monday to Saturday.

During the 9am and 5pm, Monday to Saturday 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. It is suggested that these controls could be extended to this area

It is Council policy to engage with local residents before making decisions that affect them. This is why your views are important to us 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 7 June 2019**. Before completing the questionnaire you may wish to look at the enclosed Frequently Asked Questions (FAQ) sheet. Further information on parking and CPZs can also be found on the Council's website pages <https://www.croydon.gov.uk/transportandstreets/parking>.

All questionnaire responses and representations received by 7 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 refer the matter to the next Traffic Management Advisory Committee (TMAC) meeting, which is scheduled to take place on 10 July at 6:30pm in the Town Hall, Katharine Street, Croydon for consideration and onward recommendation to the Cabinet Member for Environment, Transport & Regeneration (Job share) for decision. Your feedback will assist the decision maker in reaching a decision on whether to proceed with a CPZ scheme.

Please do not hesitate to contact **Omar Tingling** on **020 8726 7100** 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

South Drive Area Consultation – QUESTIONNAIRE

Please ensure you complete this questionnaire and return it in the attached pre-paid envelope to reach us by 7th 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 drawing – one response per household and returned using the official pre-paid envelope provided.*

Are you in favour of extending the Coulsdon Town Centre Controlled Parking Zone (CPZ) with Permit / Pay by Phone bays and yellow lines operating 9am to 5pm, Monday to Saturday into your road?

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

Yes, these parking controls should be introduced

No, these parking controls are not needed

If you have any comments please use the box below

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 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 scheduled TMAC meeting, which is due to take place on 10 July 2019, the meetings usually take place at 6:30pm in the Town Hall, Katharine Street, Croydon and 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

Please return using the pre-paid envelope provided

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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 Zones (i.e. 9am – 5pm Monday – Saturday).

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. Residents can purchase Resident Visitor Permits for their visitors at a cheaper rate than the normal daily tariff. During operational hours, visitors must pay for parking via the cashless RingGo system or purchase a cashless Resident Visitor Permit (obtained via the resident they are visiting also via the RingGo system).

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 & Display / 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. How much would permits cost?

Permit costs would match those of existing CPZs, which are **currently**:

Residents

- £80 per year for first vehicle
- £126 per year for second vehicle (**maximum of 2 permits per household**)
- There is a one off £30 administration charge for all new applicants

Businesses

- £123 for three months per vehicle
- £382 per year per vehicle (**maximum of 2 vehicles per business**)
- There is a one off £30 administration charge for all new applicants

However, 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.

Cont. overleaf

Controlled Parking Zone (CPZ) – Frequently Asked Questions (contd.)

Although the following charges for residents' permits have been agreed through the Council's Informal Cabinet Committee in March they are subject to 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 so that for the majority of vehicles emitting between 76 and 165g/km the cost of the second permit would be £104 + £50 = £154.

(Please note that proposed changes to Business Permits and Visitor permits have yet to be finalised and would be introduced at a later date, yet to be confirmed.)

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

Parking bays would be marked on the carriageway in safe locations and away from junctions and dropped crossings. Yellow line waiting restrictions would be installed 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 10 July 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.