

For general release

<b>REPORT TO:</b>	<b>TRAFFIC MANAGEMENT ADVISORY COMMITTEE</b>  18 December 2019
<b>SUBJECT:</b>	<b>SOUTH DRIVE AREA – RESULTS OF INFORMAL CONSULTATION ON THE POSSIBLE EXTENSION OF THE COULSDON CPZ</b>
<b>LEAD OFFICER:</b>	<b>Shifa Mustafa, Executive Director of Place</b>
<b>CABINET MEMBER:</b>	<b>Councillor Paul Scott, Acting Cabinet Member for Environment, Transport and Regeneration (job share)</b>
<b>WARDS:</b>	<b>Coulsdon Town</b>
<b>CORPORATE PRIORITY/POLICY CONTEXT:</b>  <b>Parking Policy 2019-22, Section 3: Controlled Parking Zones (CPZ)</b>  <b>Aim:</b> 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.	
<b>FINANCIAL IMPACT:</b>  <b>There are no proposed changes therefore no financial implications.</b>	
<b>FORWARD PLAN KEY DECISION REFERENCE NO.:</b> n/a	
<b>1. RECOMMENDATIONS</b>  That the Traffic Management Advisory Committee recommend to the Acting Cabinet Member for Environment, Transport and Regeneration (job share) that they:  1.1 Consider:  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.

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**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

	<b>Comment</b>	<b>No. of Comments</b>
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